

1 APRIL 1998



Flying Operations

RC/OC/WC/TC-135--AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ ACC/DISI (Maj Kurt H. Kramer)

Certified by: HQ USAF/XOO
(Maj Gen Charles R. Henderson)

Pages: 99

Distribution: F

This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the RC/OC/WC/TC-135. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DISI, for approval prior to publication IAW AFPD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DISI, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, paragraph 3.66 (periodic review). See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this publication.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, Flight Management; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies.

Chapter 1— GENERAL GUIDANCE	6
1.1. Abbreviations, Acronyms, and Terms.	6
1.2. Responsibilities:	6
1.3. Processing Changes:	8

1.4. Phases of Training.	8
Table 1.1. Training Time Limitations (Calendar Days).	8
1.5. Training Concepts and Policies:	10
1.6. Ready Aircrew Program (RAP) Policy and Management:	11
1.7. Ready Aircrew Program (RAP) Sortie Program Development:	13
1.8. Training Records and Reports.	13
1.9. Video Recording.	15
1.10. Aircrew Utilization Policy:	15
1.11. Sortie Allocation Guidance:	15
1.12. Waiver Authority:	16
Table 1.2. Annual RC/OC/WC/TC-135 RAP Sortie Requirements (Inexperienced and Experienced).	17
Chapter 2— INITIAL QUALIFICATION TRAINING (PHASE I)	18
2.1. General.	18
2.2. General Requirements.	18
2.3. Instructor Training and Supervision Requirements:	18
2.4. Prerequisites:	18
2.5. Ground Training:	19
2.6. Flying Training.	19
Table 2.1. IMT/SMT/EWO Initial/Requalification/Difference Requirements.	19
2.7. Difference Qualification Training (DQT):	21
Table 2.2. Pilot/Nav Difference Qualification Training (DQT) Requirements.	21
2.8. Requalification Training (RQT).	23
Table 2.3. Pilot/Nav In-Unit Requalification Training (RQT) Requirements.	24
Figure 2.1. Flight Instructor Requalification.	27
Table 2.4. IMT/SMT/EWO Instructor Requalification Requirements.	28
Table 2.5. Pilot/Nav Instructor Requalification Training Requirements.	28
2.9. Senior Officer Qualification:	30
Table 2.6. Senior Officer Basic/Initial/Requalification Requirements (BAQ/IQT/RQT).	31
2.10. Reports.	32
2.11. Failure To Complete Training.	32

Chapter 3— MISSION QUALIFICATION TRAINING (PHASE II) **33**

3.1. General.	33
3.2. Mission Qualification Training.	33
3.3. Time Periods For Mission Qualification.	33
3.4. CMR/BMC Certification.	33
3.5. Ground Training.	33
Table 3.1. Pilot/Nav Mission Qualification Ground Training Requirements (MQT).	33
3.6. Flying Training:	35
Table 3.2. Pilot/Nav Mission Qualification Flight Training Requirements (MQT).	35
Table 3.3. IMT/SMT/EWO Mission Qualification Requirements (MQT) (See Note 1).	35

Chapter 4— CONTINUATION TRAINING **37**

4.1. General.	37
4.2. Ground Training.	37
4.3. Crediting Event Accomplishment.	37
4.4. Training Period.	37
4.5. Failure to Complete Training Requirements.	37
4.6. Loss of Currency or Qualification.	38
4.7. Ground Training Events.	38
Table 4.1. Continuation Ground Training Requirements.	39
Table 4.2. Flight Surgeon Ground Training Continuation Requirements.	42
4.8. Senior Officer Ground Training Requirements.	42
Table 4.3. Senior Officer Ground Training Requirements.	42
4.9. Flying Continuation Training Requirements.	42
Table 4.4. Pilot Flight Events Creditable in ATD.	43
Table 4.5. Flight Surgeon Continuation Flight Training Requirements.	44
Table 4.6. Continuation Flight Training Annual RAP Requirements (RC/OC/WC/TC-135). ...	44
Table 4.7. Continuation Flight Training Annual Non-RAP Requirements.	45
Table 4.8. Continuation Currency Requirements.	45
4.10. Ancillary Training.	46
4.11. Flying Training.	46
4.12. Special Categories:	47

4.13. Multiple Qualification/Currency:	48
4.14. Currencies/Recurrencies/Requalification:	49
4.15. Regression:	49
4.16. End of Cycle Training Requirements.	50
4.17. Proration of End-of-Cycle Requirements. Proration of Training.	51
Table 4.9. Individual Availability Proration Allowance.	51
4.18. Regaining CMR/BMC Status:	52
4.19. Example of the Lookback, Regression, Proration, and Requalification	52
Figure 4.1. Regression Flow Chart.	54
Table 4.10. Aircrew Ancillary/Ground Training.	55
Chapter 5— SPECIALIZED TRAINING	57
5.1. General.	57
5.2. Aircraft Commander (AC):	57
Table 5.1. In-Unit PUP Requirements (Category II).	57
Table 5.2. PUP Category I Training Events.	59
5.3. Aircrew Instructor Program.	60
Table 5.3. IMT/SMT/EWO Instructor Upgrade Requirements.	60
Table 5.4. Instructor Upgrade Flying Time Prerequisites (See Note 3).	62
Table 5.5. Pilot Pre-CFIC Training.	62
Table 5.6. Navigator Pre-CFIC Training.	63
Table 5.7. Instructor Pilot Upgrade Training (Post CFIC).	65
Table 5.8. Navigator Post-CFIC Training.	65
5.4. Flight Examiner Qualifications.	66
5.5. Special Qualifications.	66
5.6. Tactical Coordinator (TC):	67
Table 5.9. Tactical Coordinator Upgrade.	67
5.7. EMCON Options 3 and 4:	67
Chapter 6— -135 AIRCREW TRAINING SYSTEMS USER'S GUIDE	68
6.1. General.	68
6.2. General Information.	68

AFI11-2RC-135V1 1 APRIL 1998	5
6.3. Lesson Objectives.	68
6.4. Government and Contractor Interface:	68
6.5. Aircrew Training System Courses:	70
Table 6.1. ATS Formal School Courses.	70
6.6. Scheduling:	73
6.7. Administration.	74
6.8. Courseware Changes.	74
Attachment 1— GLOSSARY OF ABBREVIATIONS, ACRONYMS, AND TERMS	75
Attachment 2— TRAINING EVENT DESCRIPTIONS	83
Attachment 3— TRAINING SHORTFALL REPORT	99

Chapter 1

GENERAL GUIDANCE

1.1. Abbreviations, Acronyms, and Terms. See Attachment 1.

1.2. Responsibilities:

1.2.1. HQ ACC/DO is the responsible agency for this instruction IAW AFD 11-2. HQ ACC/DO will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements/programs for CAF units. Conference participants will include the OPR and applicable representatives from MAJCOM. Realistic Training Review Board (RTRB) participants will include applicable ACC active component representatives.

1.2.1.2. Process all change requests.

1.2.2. The Major Command (MAJCOM) will:

1.2.2.1. Determine training requirements to meet expected unit tasking and contingency operations.

1.2.2.2. Provide copies of their supplements to this instruction to MAJCOM DO.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2.4. Review, update, and distribute changes to instructional texts annually.

1.2.2.5. Review subordinate unit training programs annually.

1.2.3. Wings/groups will:

1.2.3.1. Convene a Training Review Panel (TRP). The OG will determine frequency, format and content of the meetings. The TRP should review staff and aircrew management actions necessary to complete the squadron's flight and ground training programs.

1.2.3.2. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.3.3. Establish procedures with the servicing military personnel flight (MPF) for individual counseling and personnel system updates for the active duty service commitment (ADSC) incurred. Training conducted according to AFI 11-2RC-135V1 that is intended to result in initial qualification, requalification, or upgrade in a crew position may result in an ADSC per AFI 36-2107 and AFCAT 36-2223. Requalification includes training for loss of currency exceeding 6 months. The ADSC only applies to basic requalification in the aircraft, not subsequent in-unit requalification to a crew qualification previously held in that aircraft, such as requalification in aerial refueling, AC, or Instructor (formal school requalification will incur an ADSC).

1.2.3.4. Develop programs to ensure training objectives are met.

1.2.3.5. Attach each wing/group/OSS RPI-6 flyer to a flying squadron. Designate the training level each RPI-6 flyer will train to. Provide MAJCOM/DO with a list of Basic Mission Capable

(BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.3.6. If applicable, forward supplements to this instruction and other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.3.7. Identify training shortfalls that adversely impact combat capability through appropriate channels. (For training report format, see **Attachment 3**--Training Shortfall Report.)

1.2.4. SQ/CCs will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew.

1.2.4.2. Ensure review of training and evaluation records of newly-assigned aircrew members and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met. Attach RPI-6/8 flyers to a flying squadron.

1.2.4.3. Ensure training scenarios and Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties.

1.2.4.4. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.2.4.5. Determine utilization of BMC aircrew.

1.2.4.6. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

1.2.4.7. Identify levels of supervision needed to accomplish required training, unless specifically directed.

1.2.4.8. Assist the wing/group in developing the unit training programs.

1.2.5. Flight CCs will:

1.2.5.1. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.5.2. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.6. Supervisors will:

1.2.6.1. Identify areas where additional training is needed and direct training accordingly.

1.2.6.2. Ensure mission objectives are prebriefed, debriefed, and evaluated to determine successful accomplishment.

1.2.7. Individual Aircrew Members will:

1.2.7.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.7.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction. Correctly log training events per AF, ACC, and local directives for submission to the Squadron Operations System Management (SOSM) section for input into AFORMS.

1.2.7.3. Ensure they participate only in ground and flying activities for which they are qualified and current, unless under the direct supervision of a qualified instructor/evaluator. **(EXCEPTION:** At OG/CC discretion, aircraft commanders may be certified to supervise copilot, touch and go's (T and Gs) and A/R).

1.2.8. The SOSM section will ensure all training and qualifications status are correctly documented and tracked in AFORMS IAW AFM 171-190, AFI 36-2212, and other applicable directives.

1.2.9. Formal School Aircrew Training System (ATS) Contractor will develop, update, and maintain courseware and training syllabi, and perform task and media analysis consistent with the applicable (ATS) contract.

1.2.10. For Formal School Non-ATS, the unit will develop, update, maintain courseware, provide updates for training syllabi, and perform task and media analysis associated with the aircrew qualification per AFI 26-2201, AFMAN 36-2234, and AFP 36-2211. The HQ ACC OPR will be the approving authority for these courses.

1.2.11. If no formal school or ATS contract exists, ACC/TRSS will (with assistance from associated units) develop, update, and maintain courseware and training syllabi, and perform task and media analysis associated with the aircrew qualification.

1.3. Processing Changes:

1.3.1. Refer recommended changes to this volume to HQ ACC/DISI, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789, on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. HQ ACC/DO will:

1.3.2.1. Process recommendation for change.

1.3.2.2. Address time sensitive changes by immediate action message.

1.3.2.3. Determine training requirements for the subordinate units. This includes making changes, additions, or deletions to this instruction at anytime.

1.4. Phases of Training. Aircrew training is designed to progress aircrew from Initial Qualification Training (IQT) or Difference Qualification/Requalification Training (DQT/RQT), through Mission Qualification Training (MQT), and finally to Continuation Training (CT).

Table 1.1. Training Time Limitations (Calendar Days).

TRAINING	TRAINING DAYS	NOTES
Initial Qual (In Unit)	120	1
Difference Qual	120	
Requalification (In Unit)	120	
Mission Qual	120	1

TRAINING	TRAINING DAYS	NOTES
Instructor Upgrade	120	
Tactical Coordinator Upgrade	120	
Note 1. EWO/IMT IQT and MQT training may be done concurrently. If done concurrently, the training period is 180 days.		

1.4.1. Initial Qualification Training (IQT). IQT provides the training necessary to initially qualify aircrew in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or DQT/RQT the aircrew member attains Basic Aircraft Qualification (BAQ) status. Except for general officers above the wing level, BAQ is not a long term qualification status. Waiver authority for any crew member, other than general officers, to remain BAQ will be HQ ACC/DO.

1.4.2. Mission Qualification Training (MQT). MQT provides the training necessary to initially qualify or requalify aircrew in a specific position and flying duties to perform the missions assigned to a specific unit. Upon completion of IQT, aircrew maintain BAQ status until they have completed MQT. Completion of MQT is a pre-requisite for BMC and CMR.

1.4.3. Continuation Training (CT). There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **Table 4.7.** These skills (Non-RAP requirements) ensure safe day-to-day operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP). RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. Following completion of IQT and MQT, an aircrew will have received training in all the basic missions of a specific unit, unless excepted in **Chapter 3**. The crew member will then be assigned to either a CMR position or a BMC position.

1.4.4.1. Combat Mission Ready (CMR). All active duty RPI-1/2 positions, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other RPI-6 positions not assigned to the flying squadron as CMR. (Exception: If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) RPI-1/2s to CMR and designate the overage BMC. In this case, approximately 50 percent of the RPI-1/2 aircrew selected for CMR must be inexperienced.) Any RPI-1/2/6 may be designated CMR at OG/CC discretion. CMR aircrew members maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status. While N-CMR, aircrew may perform events that they are current in, and either familiar or proficient and qualified in, similar to BMC aircrew.

1.4.4.2. Basic Mission Capable (BMC). All other active duty wing aircrew positions are designated BMC positions. BMC positions are filled by aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and

may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to N-BMC status. N-BMC aircrew may not perform combat training without supervision until recertified.

1.4.4.3. N-CMR/N-BMC. Aircrew that regress to N-CMR/N-BMC status will accomplish a tailored recertification program to regain CMR/BMC status as specified by the SQ/CC.

1.4.4.4. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew member. Specialized training consists of upgrade training (see **Chapter 5**), as well as CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after an aircrew is assigned CMR/BMC status, and is normally in addition to CMR/BMC requirements. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies:

1.5.1. Training programs will be designed to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron will develop and validate training programs (with the assistance of the operational units) when/where tasked.

1.5.3. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures/actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intel briefing and debriefing).

1.5.4. In-flight Supervision will be carried out as follows: Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.5.4.1. Normally, SEFEs should not evaluate their students or those they recommended for upgrade.

1.5.4.2. Instructor Training, Supervision, and Usage

1.5.4.2.1. Instructors will comply with requirements of this instruction. All instructors should be CMR (squadron-level and below).

1.5.4.2.2. The following personnel must be supervised by an instructor when performing aircrew duties.

1.5.4.2.2.1. All non-current aircrew members.

1.5.4.2.2.2. All aircrew members in initial, difference, upgrade, or requalification flying training. Qualified crew members may continue to fly unsupervised in their current crew position.

1.5.4.2.2.3. Unqualified and senior officers as defined in AFI 11-202V1, and any other staff personnel the WG, OG, or SQ CCs designate as required to fly with an instructor.

1.5.4.2.2.4. For unqualified, non-current, or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight, or when an individual is regaining currency or qualification in specific events.

1.5.4.2.2.5. Every attempt should be made to ensure instructor continuity for crew members in initial, mission qualification, requalification, difference training, and upgrade training. If the number of instructors exceeds 3, document the fact with a memo for record in the individuals training folder. **NOTE:** Squadron Commanders, Operations Officers, Flight Commanders, and Training Flight instructors will not be included in this limitation.

NOTE:

Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. However, if mission objectives require direct supervision, then a SQ supervisor may be necessary.

1.5.5. Aircrew members will not be required to accomplish ground and/or ancillary training except as required by this instruction or AFI 36-2201.

1.5.6. The aircrew training cycle is 12 months; 1 July through 30 June. Units will complete training requirements during the appropriate training cycle except where specifically excepted.

1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible, but minor variances are authorized. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC.

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions and specialized mission training required at CMR.

1.6.5.3. Confirmation that the progressed aircrew can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training.

1.6.5.5. Squadron CC certification is accomplished as follows:

1.6.6. SQ/CCs will determine and assign aircrew that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.7. CMR and BMC aircrew members will fly the required monthly sortie rate. If unable, refer to Regression, paragraph 4.15.

1.6.8. End of Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

1.6.9. Aircrew Experience Level. Aircrew Experience Levels tell unit commanders how much flying and Aircrew Training Device training Mission Ready and Mission Support aircrew members need to meet Ready Aircrew Program (RAP) levels. There are two Aircrew Experience Levels: "Inexperienced" and "Experienced."

1.6.9.1. "Inexperienced" identifies aircrew members with the least amount of experience in their current crew position who require the most training to increase their proficiency and to stay Combat Mission Ready/ Basic Mission Capable.

1.6.9.2. "Experienced" identifies aircrew members with more experience in their current crew position who have demonstrated increased proficiency. "Experienced" aircrew members require less training to increase/maintain proficiency and to stay Combat Mission Ready/ Basic Mission Capable.

1.6.10. Experience Level Progression is as follows: Aircrew members are classified as "Inexperienced" when they are initially certified by the squadron commander as CMR/BMC in their current crew position. Squadron commanders may reclassify aircrew members as "Experienced" when they meet the minimum progression criteria and demonstrate sufficient proficiency to handle reduced Continuation Training requirements. Squadron DOT documents reclassification as "Experienced" in the aircrew member's FEF.

1.6.11. Minimum Experience Level Progression Criteria:

1.6.11.1. Aircraft Commanders have been Combat Mission Ready as an AC for a minimum of 6 months and have either 3000 hours total rated flying time with 200 hours -135 time, 2000 hours total rated flying time with 300 hours -135 time, or 1500 hours total rated flying time with 500 hours -135 time.

1.6.11.2. Copilots have at least 500 total flying hours (not including "other" time) of which a minimum of 200 are CMR hours in the unit assigned aircraft.

1.6.11.3. Navigators have been Combat Mission Ready in the -135 for a minimum of 1 year and have either 2000 hours total rated flying time with 200 hours -135 time, 1000 hours total rated flying time with 300 hours-135 time, or 600 hours-135 time.

1.6.11.4. Electronic Warfare Officers have been Combat Mission Ready for a minimum of 1 year and have either 2000 hours total rated flying time with 200 hours RC-135 time, 1000 hours total rated flying time with 300 hours RC-135 time, or 600 hours RC-135 time.

1.6.11.5. Inflight Maintenance Technicians have been Combat Mission Ready for a minimum of 1 year and have either 2000 hours total flying time with 200 hours -135 time, 1000 hours total flying time with 300 hours -135 time, or 450 hours -135 time.

1.6.11.6. Sensor Maintenance Technicians have been mission ready for a minimum of 1 year and have 150 OC-135B flying hours, with OSIA crew.

1.7. Ready Aircrew Program (RAP) Sortie Program Development:

1.7.1. RAP sortie and event requirements (see **Attachment 2**) apply to CMR and BMC aircrews as well as those carrying special capabilities or qualifications and are IAW this instruction. The standard sortie requirements at **Table 1.2.** establish the minimum number of sorties per training cycle for each of the following levels of training:

1.7.1.1. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.7.1.2. CMR. The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.7.2. Non-RAP requirements are in addition to RAP requirements. They maintain basic aircrew skills.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day to day unit operations. These include but are not limited to ferry flights, incentive flights, deployments, and air shows. For the annual training cycle, the MAJCOM allocates the unit a block of Collateral sorties.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type mission is not accomplished due to poor weather, air aborts, equipment failure, etc. To accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

1.8. Training Records and Reports. Units will maintain aircrew records for individual training and evaluations IAW AFI 11-401; AFI 11-202V1; AFI 11-202V2, *Aircrew Standardization/Evaluation Program Organization and Administration*; AFMAN 37-139; and appropriate MAJCOM directives.

1.8.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW AFMAN 37-139.

1.8.2. Units will prepare and forward training reports IAW MAJCOM directives.

1.8.3. Units using AFORMS will maintain flying and ground training records IAW AFM 171-190V2, Sections A through K, and AFI 11-401 as supplemented.

1.8.4. Track the following information for all aircrew members (as applicable):

1.8.4.1. Ground training.

1.8.4.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.4.3. RAP sortie requirements and accomplishment using 1-month/3-month running totals for lookback.

1.8.4.4. Currencies.

1.8.5. Training Folder Management is accomplished as follows:

1.8.5.1. Training Folder Requirements. A training folder will be initiated for initial qualification, requalification, mission qualification, special qualification, difference, upgrade, and additional training directed by the squadron commander or a flight examiner. The training folder will include training reports (AF Forms 44 and 45) and/or MAJCOM approved training reports/guides, Summary Close-out Report (AF Form 46), or MAJCOM approved reports, all waivers, and other applicable records. The training documents will be placed in reverse chronological order with the most recent on top.

1.8.5.1.1. Formal school records will be sent out or hand-carried by the individual to the gaining unit for review and incorporation into the individual's training folder.

1.8.5.1.2. Crew members who PCS or PCA will hand-carry their applicable training folders to the gaining unit. Any incomplete training will be clearly identified on contractor-provided documentation or AF Forms 44 through 46.

1.8.5.2. Training Folder Review:

1.8.5.2.1. The SQ/CC, SQ/DO, or designated representative will conduct an Operations Review of active training folders prior to a flight evaluation needed to complete the training program (NA for formal school training). Operations review will be a separate entry in the training record and should reflect the student's progress. Active training folders are folders of crew members undergoing initial, mission qualification, requalification, difference, upgrade, special qualification or commander directed additional training.

1.8.5.2.2. Training Period Review. Instructors will review training folders prior to each training period (flight or simulator) to develop a training plan. After each period, instructors will document training in sufficient detail to accurately assess student performance and make recommendations for subsequent training. At the satisfactory completion of all required training, instructors will make a recommendation for an in-flight evaluation. Students will review and initial training records after each training period.

1.8.5.3. History of Training:

1.8.5.3.1. Documentation Procedures. The Flight Evaluation Folder (FEF) has basic source documents which provide a current history of each individual's flying qualification IAW AFI 11-408 and appropriate MAJCOM supplement. Include in Section I of the FEF, under the AF Forms 942, **Record of Evaluation**, all certifications and special mission qualifications not annotated on AF Form 8, **Certificate of Aircrew Evaluation**, (i.e., SIOP certification, touch-and-go certification, etc.). Use AF Forms 1381, **USAF Certification of Aircrew Training**. Do not replicate the AF Form 1381 for the purpose of adding a required entry.

1.8.5.3.2. Maintain aircrew training folders in assigned squadron for one year following completion of training or upon completion of a subsequent upgrade program. For example, a pilot successfully completes aircraft commander upgrade, then 6 months later, the crew member successfully completes instructor pilot upgrade. At this time, his/her pilot training documents may be purged.

1.8.5.3.3. Place the Summary Close-Out Report (NA additional training) in Section I of the FEF under AF Forms 942 and 1381. All other records may be returned to the individual. See AFMAN 37-139, table 36-44, rules 6 and 10, for additional information.

1.9. Video Recording. NA.

1.10. Aircrew Utilization Policy:

1.10.1. Commanders will ensure that wing/group aircrew members (RPI-1/2/6s) fill authorized positions IAW unit manning documents and that aircrew member status is properly designated. The overall objective is that aircrew members perform mission-related duties. Supervisors may assign aircrew members to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew member tasking, flying proficiency, currency, and experience. For inexperienced aircrew members in the first year of their initial operational assignment, supervisors will limit the non-flying duties to those related to mission-related activities. Aircrew members that are on long term DNIF status, or have been suspended from flying operations, may perform non-mission related duties.

1.10.2. The following duties will not be assigned at the SQ level: AF Suggestion Program Monitor, OPSEC Monitor, and base duties.

1.10.3. Duties required by various publications that may be assigned to CAF RPI-1/2 aircrew members are weapons and tactics officer, programmer, flying safety officer, SOF, mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, RPI-1/2s may be attached to the wing. RPI-1/2s will not be attached to wing staffs or man wing staff positions unless total wing aircrew RPI-1/2/6 manning is 100 percent or better. CCs will ensure wing staff aircrew members (RPI-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10.4. Aircrew members will not perform the following SQ duties without OG/CC approval: building custodian, unit COMSEC program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, fund/campaign manager, unit ground safety program monitor, information officer, INTRO monitor, resource advisor, cost center manager, records management program monitor, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, squadron executive officer, unit historian, weight control program monitor, and small computer program monitor.

1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced RPI-1/2 aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are CMR/RPI-1/2, MQT RPI-1/2, CMR RPI-6, MQT RPI-6, BMC (to include RPI-5 aircrew physicians).

1.11.2. Wing RPI-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Aircraft Inventory (PAI) are authorized one SQ equivalent (7/6 for 24/18 or less, PAI) of additional RPI-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.11.3. RPI-8 (above wing level) rated personnel flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate, however they are not required to complete BMC specific missions/events. Non-RAP requirements will be accomplished within their BMC number of sorties. Wings are allocated flying hours for attached RPI-8's.

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of this instruction is as follows:

1.12.1.1. OG/CC may waive flying hour requirements for upgrade training and in-unit training time limitations.

1.12.1.2. The OG/CC at a formal school may waive completion of specific formal school event(s) with concurrence from the gaining unit's OG/CC. If required for the squadron's designated mission, accomplish waived events before assigning CMR status.

1.12.1.3. The waiver authority for all requirements and provisions in chapters 4, 5, and 6 of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is HQ ACC/DO.

1.12.2. ACC units subordinate to a NAF will forward requests directly to HQ ACC/DO and provide their NAF/DO with an info copy. Waivers from other than HQ ACC/DO will include HQ ACC/DO as an information addressee. All waivers will include HQ USAF/XOOT as an info addressee.

1.12.3. Aircrew members whose status is "duty not including flying" (DNIF) may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon who signs the AF 1042, **Medical Recommendation for Flying or Special Operational Duty**, placing the crew member in DNIF status, should be consulted if the crew member's ability to complete training is in question.

1.12.4. Waivers to this instruction will be valid for no more than one year.

1.12.5. Waiver Format. Provide the following information on the referenced individual in a waiver request to the MAJCOM OPR with info copies. Items should be numbered as below; those not utilized should be marked "NA." Asterisked (*) items must be provided for all waivers; other items as appropriate.

1.12.5.1. *Name, grade, SSN.

1.12.5.2. *Flying organization (assigned or attached).

1.12.5.3. *Present crew qualification including special qualifications.

1.12.5.4. *Total flying time in PAA.

1.12.5.5. *Specific nature of waiver.

1.12.5.6. *Reason and valid justification for waiver.

1.12.5.7. Crew qualification to which person is qualifying or upgrading.

1.12.5.8. Previous attendance at any formal instructor course (include course identifier and graduation date).

1.12.5.9. Training start date.

1.12.5.10. Mandatory upgrade or qualification date.

1.12.5.11. Date event last accomplished and normal eligibility period.

1.12.5.12. Remarks, to include Formal School courseware required.

1.12.5.13. *Requesting unit point of contact (name, rank, telephone number, and functional address symbol).

1.12.6. Units will submit an annual report of all incomplete training to HQ ACC/DO (info copy to NAF/DO) by 31 July. Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in **Chapter 4**, 5, and 6 of this instruction. Reports will be submitted using the format detailed at **Attachment 3**. Specify reasons training was not accomplished, and whether failure to accomplish the training resulted in regression, retraining, or was waived by the OG/CC. Negative reports are required.

Table 1.2. Annual RC/OC/WC/TC-135 RAP Sortie Requirements (Inexperienced and Experienced).

MAJCOM	Cycle	BMC	CMR
ACC (Annual)	RAP Total	12/6	24/12
	3-Month Lookback	3/2	6/3
	1-Month Lookback	1/1	2/1

Chapter 2

INITIAL QUALIFICATION TRAINING (PHASE I)

2.1. General. This chapter specifies minimum training requirements for initial qualification, requalification, difference qualification, and senior officer courses for -135 aircraft.

2.2. General Requirements. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in AFCAT 36-2223. Completing the appropriate formal course satisfies all qualification training requirements. When attendance is not practical or quotas are not available, units may request waivers to conduct in-unit qualification training, using formal training and/or school courseware (see paragraphs 1.12.). EWOs, In-flight and Sensor Maintenance Technicians will conduct Initial Qualification Training (IQT) in-unit since a formal school does not currently exist.

2.3. Instructor Training and Supervision Requirements:

2.3.1. All instructors and evaluators must be graduates of KC-135 CFIC/ACC C-135/E4 FIDC or another MWS formal aircraft instructor upgrade course, to conduct initial qualification, requalification, and flight training and evaluations in the RC/OC/WC/TC-135. Instructors who were upgraded in-unit, and who were previously instructors in another MWS, may only supervise qualified crew members who are non-current, require corrective training, or require in-flight instructor supervision.

2.3.2. Only those instructors who have completed the Faculty Training Course or formal MAJCOM instructor training course may conduct initial qualification flight training.

2.3.3. Units are encouraged to use flight evaluators as instructors for qualification training and upgrade training programs as required. However, if an evaluator is used as a primary instructor to train an individual during a training program, the same evaluator should not administer the evaluation that completes the training program.

2.3.4. Students in IQT, PUP, or RQT should be limited to a maximum of three different flight instructors during the course of their training. SQ/CC's operations officers, flight commanders, training flight instructors, flight superintendents, chief IMT managers are not included in this limit.

2.4. Prerequisites:

2.4.1. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in AFCAT 36-2223.

2.4.2. All personnel maintaining flying status (AFI 11-401) will meet the following requirements before flying:

2.4.2.1. Physiological training (AFI 11-403).

2.4.2.2. Flight physical.

2.4.2.3. Egress, and Life Support Equipment training.

2.4.2.4. Flight Records Review.

2.4.3. Aircraft commander prerequisites are as follows:

2.4.3.1. 1500 total military flying hours, or

- 2.4.3.2. 1200 total military flying hours with 300 hours jet time, or
- 2.4.3.3. Former or current -135 copilot with 500 hours in -135 aircraft and 1000 total military flying hours.
- 2.4.4. In-flight Maintenance Technician (IMT) require a 2A1X7 AFSC.
- 2.4.5. Sensor Maintenance Technician (SMT) require a 2A1X1 AFSC and a and "5" skill level or higher.

2.5. Ground Training:

- 2.5.1. For in-unit qualification training, commanders will obtain and use the currently approved formal training or school courseware if available (see AFCAT 36-2223):
 - 2.5.1.1. Academic training will be accomplished as directed in applicable courseware.
 - 2.5.1.2. Written examinations will satisfy requirements of AFI 11-202V2 and MAJCOM guidance.
 - 2.5.1.3. Egress, Hanging Harness (as applicable) and Local Area Survival Training must be completed before the first flight. Accomplish initial egress training on an aircraft.
 - 2.5.1.4. Ground training accomplished during initial qualification, difference, or requalification training establishes due dates for subsequent additional training.

2.6. Flying Training. Approved in-unit training must be accomplished according to applicable formal training or approved school courseware if available and the following guidance:

- 2.6.1. Flying training lessons should be completed in order; however, if mission scheduling or student progress dictates otherwise, the unit commander or designated training supervisor may change the order.
- 2.6.2. With OG/CC approval, initial, difference, and upgrade/special qualification training requirements may be completed during operational missions under the supervision of an instructor of like specialty. Comply with restrictions in appropriate AFI 11-2RC-135 series instructions and applicable OPORDs.
- 2.6.3. **Table 2.1.** lists the appropriate ground and flight requirements for RC/OC IMT, SMT, and EWO initial, requalification and difference qualification training as applicable.

Table 2.1. IMT/SMT/EWO Initial/Requalification/Difference Requirements.

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
A029	Difference Course	1	1	1	
A034	Requalification Course	1	1	1	
A035	Initial Qualification Course	1	1	1	
AA01	Qualification Check	AR	AR	AR	
E051	Data Run Procedures			P	3
G010	CBWD	P	P	P	
G020	Aircraft Ground Egress Training	P	P	P	

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
G025	Aircraft Field Trip	1	1	1	
G090	Anti-Hijack	P	P	P	
G271	Initial Mission Employment Tactics			1	
LS06	LS Equip Training	P	P	P	
M001	Sortie	P	P	P	4
P076	Normal and Emergency Ops/Procedures	P	P		
P079	In-flight Trouble Analysis/Prioritization	P	P		
P240	Landing Gear Alt/Emergency Extension			P	3
P341	Mission Documentation	P	P	P	2
P360	Mission Planning/Briefing/Critique	P	P	P	
P366	Checklist Procedures/Use	P	P	P	
P367	Crew Coordination	P	P	P	
P369	Aircraft Mission Equipment Operation	P	P	P	
Q001	Open Book Exam	1	1	1	
Q002	Closed Book Exam	1	1	1	
Q014	Difference Certification	AR	AR	AR	
Q090	Flight Pubs Check	P	P	P	
T003	Mission Material/CTK Procedures	P	P		
T004	Special Equip Ops/Procedures	P			
T006	Security Procedures	P			
T008	Optics Care and Handling	P			3
T009	Optical Systems Ops/Procedures	P			3
T010	Digital Distribution Systems	P			
T011	Laser System Ops/Procedures	P			3
T012	Laser System Safety	P			3
T013	Film Based Camera Ops/Procedures		P		
T021	Mission Equipment Location	P	P		
T022	Power Distribution System	P	P		
T023	Maintenance Station Operation	P			
T024	Mission Compartment Test Equipment	P	P		
T025	Magnetic/Digital Storage Systems	P			
T026	RF Distribution System	P			
T027	IF/Video Distribution System	P			
T028	System Calibration/Tests	P	P		

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
T029	DF/Receiver Systems	P			
T030	Automatic Collection Systems	P			1
T031	Manual Collection Systems	P			1
T032	Computer Systems	P			
T037	Flight Phase Operation	P	P		
NOTES: 1. Not Applicable RC-135S IMT 2. 2. Instructors may dual log this flight event. 3. RC-135 "S" only (Raven 3 only for P240). 4. Minimum sortie number specified in syllabus.					

2.7. Difference Qualification Training (DQT):

2.7.1. **Table 2.1.** and 2.2 lists training to qualify a qualified -135 crew member in another mission/series (M/S) -135 aircraft or in a different tactic/system within the same aircraft. Units may conduct difference training and requalification training simultaneously.

2.7.1.1. The unit training manager or flight commander, after examining the training and evaluation records of the individual, will determine which training events are applicable (from table 2.2).

2.7.1.2. Complete all applicable ground and flight instruction involving any equipment, systems or crew procedures which differ from that in the M/S -135 aircraft in which qualified.

2.7.2. Accomplish Q002, emergency procedures exam, prior to unsupervised flight when emergency procedures are different from that in the M/S -135 aircraft in which the individual is qualified.

2.7.3. Q014, Difference Certification, is the SQ/CC's certification that all difference training is complete. Unit standardization and evaluation will document the difference qualification in the individuals FEF. When individuals receive difference certification at other than home station, where the records are not available, the host unit will document and maintain difference certification in letter form. Document difference training completion in the trainee's training folder with a AF Form 46 or MAJCOM approved form and in AFORMS using event code Q014.

Table 2.2. Pilot/Nav Difference Qualification Training (DQT) Requirements.

CODE	TRAINING EVENT	PILOT	COPILOT	NAV	NOTES
A029	Difference Course (RC/ OC/WC-135)	1	1	1	
AA01	Qualification Check	AR	AR	AR	3
G025	Aircraft Field Trip	1	1	1	
G160	Overwater Navigation Procedures			P	
G161	Polar Navigation Procedures			P	
G170	CTD (RC/WC-135 Only)			3	
G258	ATD Difference Training Profiles	3	3		2
G271	Initial Mission Employment Tactics Training	1	1	1	
LS06	LS Equip Training	1	1	1	
M001	Sortie	5P	5P	5P	8

CODE	TRAINING EVENT	PILOT	COPILOT	NAV	NOTES
N050	Navigation Leg			P	1
N051	Reconnaissance Navigation Leg (Dual Log w/N050)			P	
N100	INS Airborne Alignment			P	1
N102	INS Present Position Update			P	1
N103	INS Degraded Operations			P	
N120	ARDA			P	4
N131	Enroute Rendezvous (Receiver)	P	F	P	
N132	Point Parallel Rendezvous (Receiver)	P	F	P	
N135	Receiver Alternate Rendezvous			P	
N136	Receiver Rendezvous Overrun Procedures	P	1	P	1
P007	Approach to Initial Buffet and Recovery (OFT only)	P	1		
P018	Copilot Takeoff Duties	P	P		
P010	Takeoff	P	P		
P026	Takeoff, Climb Procedures	P	P		
P040	Simulated Engine Failure, Takeoff Continued	P	F		2
P048	Three Engine reverse Thrust Landing	P			1,7
P170	Approach and Go-Around, Simulated Engine Out	P	1		2
P171	Approach and Go-Around, Simulated Engine Out, Rudder Power Off	P	1		2
P180	Approach and Landing, Simulated Engine Out	P	1		2
P190	Landing	P	P		
P191	Reverse Thrust (if applicable)	P	1		1
P194	30 Flap Landing	P	1		
P200	Touch and Go Landing	P			
P240	Landing Gear Alternate/Emergency Extension	P	P	P	1,8
P250	Main Flap Manual/Emergency Operation	P	P	P	1,8
P360	Mission Planning	P	P	P	
P366	Checklist Procedures/Use	P	P	P	
P367	Crew Coordination	P	P	P	
P369	Aircraft Equipment Operation	P	P	P	
Q001	Open Book Exam	1	1	1	1
Q002	Closed Book Exam	1	1	1	1
Q014	Difference Certification	P	P	P	1

CODE	TRAINING EVENT	PILOT	COPILOT	NAV	NOTES
R010	Receiver A/R	P	F		1,5
R011	Receiver A/R Indoctrination		1		1,5
R012	Receiver A/R (DAY)	P	F		5
R020	Receiver A/R (Night)	P	F		1,5
R030	Receiver A/R (Heavy Onload)	P	F		1,5
R040	Receiver Breakaway/Practice Emergency Separation	P	P	P	1
R050	Receiver A/R, Tanker Autopilot Off	P	F		1,5
R180	Radio Silent Visual Signals (RCVR Pilot)	P	F		
R220	Manual Boom Latch	F	F		
R221	Limits Demonstration	F	F		
R223	PDL-Out of Limits	P			
NOTES: 1. As applicable. 2. Copilots should accomplish P040, P170, P171, and P180 in OFT only. 3. Pilots completing DQT in -135 aircraft with different power plants (CFM-56 versus TF-33) will complete AA01 IAW AFI 11-4084. Required only if/when a difference exists in the aircraft radar. EXAMPLE: APN 59 to color weather radar. 4. Required only if/when a difference exists in the aircraft radar. EXAMPLE: APN 59 to color weather radar). 5. Aircraft Commander Supervisor of copilot Receiver A/R. 6. RC-135 only. 7. May be accomplished in OFT if aircraft is not available. 8. Minimum sortie number waivable by squadron commander.					

2.8. Requalification Training (RQT). In-unit RQT flying requirements are listed in **Table 2.3**. Instructor requalification requirements are listed in **Table 2.4**. Units may conduct requalification and difference training simultaneously. Squadron commanders will determine copilot requalification training requirement. AA01 qualification check is required.

2.8.1. An aircrew member is unqualified upon either loss of currency exceeding 6 months or expiration of his/her qualification check, whichever occurs first. Requalification requirements are as follows:

2.8.1.1. Unqualified up to 2 years. Requires training as directed by the squadron commander and an in-flight evaluation.

2.8.1.2. Unqualified 2 to 5 years. Complete appropriate AFCAT 36-2223 requalification academic course, in-unit or formal school flying training, and an in-flight evaluation. The requalification academic course may be accomplished in-unit, with a waiver from HQ ACC/DO.

2.8.1.3. Unqualified over 5 years. Complete the appropriate AFCAT 36-2223 formal initial qualification course. **NOTE:** In special circumstances, HQ ACC/DO can grant waivers for in-unit requalification based on the individuals previous experience level in the weapon system.

Table 2.3. Pilot/Nav In-Unit Requalification Training (RQT) Requirements.

CODE	TRAINING EVENT	PILOT	NAV	NOTES
A010	Instructor Academics	1	1	
A034	Requalification Course	1	1	4
A052	Receiver Air Refueling Indoctrination	1		
AA01	Qualification Check	1	1	
G020	Aircraft Ground Egress Training	1	1	
G025	Aircraft Field Trip	1	1	
G130	Instrument Refresher Course (IRC)	1	1	
G160	Overwater Navigation Procedures		P	
G161	Polar Navigation Procedures		P	8
G170	CTD (RC-135)		P	4
G259	Requalification Simulator	3		
G271	Initial Mission Employment Tactics Training	1	1	
LS06	LS Equip Training	1	1	
M001	Sortie	6P	6P	1
N050	Navigation Leg		2P	
N051	Reconnaissance Navigation Leg		2P	4
N060	Mission Navigation Leg		P	4
N090	Control Time/Position Exercise		P	4
N100	INS Airborne Alignment		P	4
N102	INS Radar Present Position Update		P	4
N103	INS Degraded Operations		P	
N120	ARDA		1P	
N131	En Route Rendezvous (Receiver)		P	4
N132	Point Parallel Rendezvous (Receiver)	P	P	4
N135	Receiver Alternate Rendezvous		P	
N136	Receiver Rendezvous Overrun Procedures	P	P	
N150	Celestial Position		P	4
P007	Approach to Initial Buffet and Recovery (OFT Only)	1		
P010	Takeoff	4P		
P011	Night Takeoff	P		
P012	Gyro Mode Takeoff	P		
P015	Instrument Departure	4P		
P018	Copilot Takeoff Duties	P		
P026	Takeoff Climb Procedures	4P		
P030	30 Flap Max Mode Takeoff	P		
P040	Simulated Engine Failure Takeoff Continued	3P		5

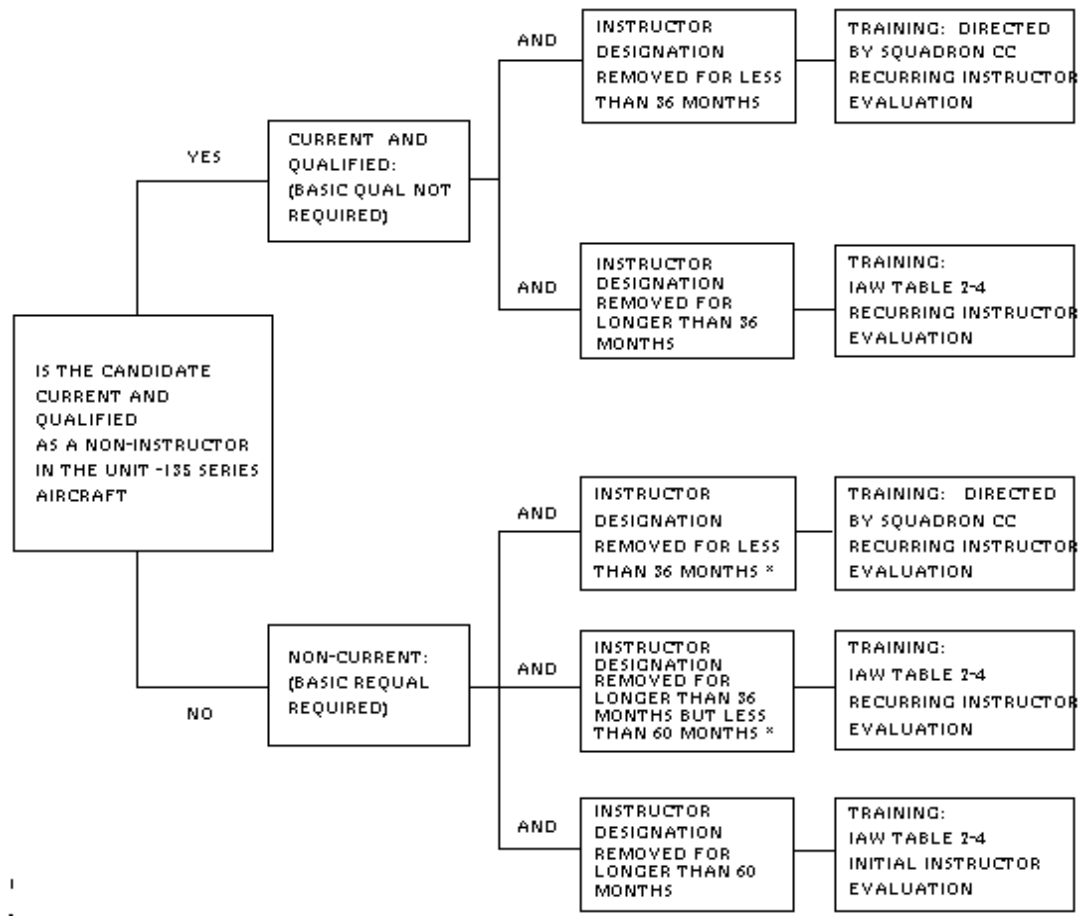
CODE	TRAINING EVENT	PILOT	NAV	NOTES
P071	Holding	P		
P072	Published Penetration	P		
P073	Enroute Descent	3P		
P102	ILS-Gyro	2P		
P103	PAR Approach	2P		2
P110	Nonprecision Approach	6P		
P112	TACAN/VOR/LOC Approach	6P		
P113	ASR Approach	2P		2
P130	Circling Approach	1		
P140	VFR Pattern	P		
P160	Missed Approach	4P		
P170	Approach and Go-Around, Simulated Engine-Out	3P		5
P171	Approach and Go-Around, Simulated Engine-Out, Rud-	2P		5
P180	Approach and Landing, Simulated Engine Out	3P		5
P191	Landing, Full Stop, Reverse Thrust (If applicable)	2P		
P192	Night Landing	3P		
P194	30 Flap Landing	2P		
P196	Landing, Full Stop, Night	P		
P200	Touch and Go Landing	5P		
P240	Landing Gear Alt Proc/Emergency Extension	P	3P	7
P250	Main Flap Manual/Emergency Operation	P	3P	4,7
P260	Have Quick Radio Procedures	P		4
P364	Autopilot Off Cruise	1		
P360	Mission Planning/Briefing	4P	4P	
P366	Checklist Procedures/Use	4P	4P	
P367	Crew Coordination	4P	4P	
P369	Aircraft Equipment Operation	4P	4P	
Q001	Open Book Exam	1	1	
Q002	Closed Book Exam	1	1	
Q012	Supervision of Copilot Touch and Go, Receiver Air Re-	2P		4
R010	Receiver Air Refueling	2P		7
R011	Receiver AR Indoctrination		1	
R020	Receiver Air Refueling (Night)	2P		7
R030	Receiver AR Heavyweight	P		4
R040	Receiver A/R Breakaway/Emergency Separation	2P	P	
R050	Receiver Air Refueling, Tanker Autopilot Off	2P		7
R070	Air Refueling Breakaway	2P	2P	
R180	Radio Silent Visual Signals	2P	P	4
R220	Manual Boom Latch	F	F	
R221	Limits Demonstration	F	F	
R223	PDL-out Air Refueling	P		

NOTE: A "P" after a number depicts the minimum number of events needed to be deemed proficient in that event.

CODE	TRAINING EVENT	PILOT	NAV	NOTES
NOTES: 1. Six sorties must be planned prior to MAJCOM qualification evaluation. SQ CC/DO may waive 6th may waive 6th. Officer may waive sixth sortie based on proficiency attained in all required training events. 2. If ASR or PAR, as determined by the flight commander, P103 and P113 may be done in the OFT. The method of accomplishment will be annotated on the training report in the individual's training folder. 3. Copilot requalification training requirements will be determined by Training Flight/CC. 4. If applicable. 5. P170, P180, P040, P171 may be accomplished in the ATD for Copilots. 6. See paragraph 5.6.2 for Receiver AR requirements. 7. Instructors may dual log this flight event. 8. If required by unit tasking.				

2.8.2. **Figure 2.1.** lists required training and types of evaluation for requalifying as an instructor.

Figure 2.1. Flight Instructor Requalification.

**NOTES:**

1. Category is established at the start of requalification and does not change until instructor requalification is complete.
2. Those individuals requiring basic requalification will complete the requirements of requalification tables.
3. Basic and instructor requalification may be conducted simultaneously. Consult AFI 11-202V2 and AFI 11-2RC-135V2 for guidance on simultaneous instructor requalification and basic requalification evaluations.

2.8.3. **Table 2.5.** and **Table 2.6.** list ground and flight training events required for instructor requalification. Individuals who have completed KC-135 CFIC are not required to reaccomplish A010, instructor academic training. Instructor requalification events may be accomplished concurrently with basic requalification events.

Table 2.4. IMT/SMT/EWO Instructor Requalification Requirements.

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
A010	Instructor Academics	1	1	1	3
A017	Publications and Directives	P	P	P	3
A044	FIDC Pre-Attendance Workbook	1	1	1	1,3
AA01	Qualification Evaluation	AR	AR	AR	3
E051	Data Run Procedures	P		P	5
E052	EW Activity Period			P	2
M001	Sortie	2P	2P	2P	3
P079	In-flight Trouble Analysis/Prioritization	P	P		3
P240	Landing Gear Alternate Procedures			P	4,5
P310	Instructor/Evaluator Duties/Tech-niques	P	P	P	3
P360	Mission Planning/Briefing/Critique	P	P	P	3
P366	Checklist Procedures/Use	P	P	P	3
P367	Crew Coordination	P	P	P	3
P369	Mission Equipment Operation	P	P	P	3
T001	Safety Practices	P	P		
T018	Training Documentation	P	P		
T019	Preflight/Postflight Procedures	P	P		
NOTES: 1. A044, FIDC Pre-attendance Workbook, is required if individual has been unqualified/removed from instructor status over 36 months. The squadron should request an instructor workbook from the ATS contractor if requalification is done in-unit. The workbook must be completed prior to the flight evaluation and returned to the contractor for grading. 2. RC-135 U/V/W only. 3. Instructor requalification requirements. 4. Instructors may dual log this flight event. 5. RC-135 (S) only (Raven 3 only for P240).					

Table 2.5. Pilot/Nav Instructor Requalification Training Requirements.

CODE	TRAINING EVENT	PILOT	NAV	NOTES
A044	CFIC Pre-Attendance Workbook	1	1	1
AA01	Qualification Check	P	P	
A010	Instructor Academic Course	P	P	
M001	Sortie	6P	6P	7
N051	Reconnaissance Navigation Leg		P	3
N060	Mission Navigation Leg		P	3

CODE	TRAINING EVENT	PILOT	NAV	NOTES
N103	INS Degraded Operations		P	
N131	Enroute Rendezvous Receiver	P	P	
N132	Point Parallel Rendezvous Receiver	P	P	
N135	Receiver Alternate Rendezvous		P	
P007	Initial Buffet and Recovery(OFT Only)	P	F	2
P012	Takeoff Gyro Mode	P		
P015	Instrument Departure	P		
P010	Takeoff	P		6
P030	30 Flap Max Mode Takeoff	P		
P040	Simulated EFTOC	P		
P072	Published Penetration	P		
P073	Enroute Descent	P		
P101	ILS Approach	P		
P102	ILS Approach (Gyro Mode)	P		
P103	PAR Approach	P		4
P110	Non-Precision Approach	P		
P111	VOR/TACAN Procedures	P		
P140	Visual Traffic Pattern	P		
P160	Missed Approach	P		
P170	Simulated 3 Engine Approach and Go Around	P		
P171	Simulated 3 Engine Approach and Go	P		
P180	Simulated 3 Engine Approach and Landing	P		
P190	Landing	P		
P194	Landing (30 Flaps)	P		
P195	3 Engine Landing/4 Engine Takeoff	P		
P200	Touch-and-go Landing	P		
P205	Landing Attitude Demonstration	P		
P240	Landing Gear Alternate / Emergency Extension	P	P	6
P250	Main Flap Manual / Emergency Operation	P	P	3,6
P380	Spoiler Demonstration	P		
P382	Trim Demonstration	P		
P383	Simulated Jammed Stabilizer	P		
R220	Manual Boom Latching	P		3
R221	Limits Demonstration	P		
R010	Receiver A/R	P		5
R020	Receiver A/R (Night)	P		
R030	Receiver A/R (Heavyweight)	P		
R040	Receiver A/R Breakaway / Emergency Separation	P	P	
R050	Receiver A/R (Tanker Autopilot off)	P		
P360	Mission Planning/Brief/Critique	P	P	
P369	Aircraft Equipment Training	P	P	
P310	Instructor /Evaluator Duties/Techniques	P	P	
P071	Holding	P		
P130	Circling Approach	P		

CODE	TRAINING EVENT	PILOT	NAV	NOTES
P367	Crew Coordination	P	P	
P048	3 Engine Reverse Thrust Landing	P		4
P013	Air Refueling Overrun	P		
P366	Checklist Procedures	P	P	
R180	Radio Silent Visual Signals	P		
NOTES: 1. A044, CFIC Pre-attendance Workbook, is required if individual has been unqualified/removed from instructor status over 36 months. The squadron should request an instructor workbook from the ATS contractor if requalification is done in-unit. The workbook must be completed prior to the flight evaluation and returned to the contractor for grading. 2. OFT/WST only. 3. If applicable. 4. Proficiency Should be accomplished in aircraft, May be accomplished in OFT. 5. See paragraph 5.6.2 for Receiver AR requirements. 6. Instructors may dual log this flight event. 7. Waiverable to 5 sorties by SQ CC/DO.				

2.9. Senior Officer Qualification:

2.9.1. Senior officers (colonel selectees and above) will complete initial qualification/requalification in the appropriate -135 based on the manner they will perform flight duties.

2.9.1.1. Senior officers performing flight duties supervised by a like-specialty instructor will complete the requirements in **Table 2.6**. Basic qualified senior officers will maintain a basic qualification (BAQ) level and will be responsible for currency events only.

2.9.1.2. Senior officers flying unsupervised in the assigned -135 must complete initial qualification/requalification requirements. Evaluators must qualify/requalify as instructors prior to being designated flight examiners. Senior officers flying unsupervised must maintain BMC continuation flying requirements in the -135, to include simulators. Only general officers in commander billets and senior officers in NAF, wing, and operations group commander positions are eligible to fly in their primary assigned aircraft without instructor supervision.

2.9.2. Senior Staff Course (A004) is an academics and simulator course for senior officers available at CCTS through the ATS contractor. The course meets academic requirements for initial qualification or requalification for basic qualified senior officers in KC-135R. The CCTS academics course does not meet all academic requirements for qualification in the RC/WC/OC-135 due to the number of systems differences. All requals need to take local systems academics for qualification in these aircraft.

2.9.3. All formal training courses for senior officers (Colonel selects and above) conducted at CCTS require approval at the following levels:

2.9.3.1. Col and colonel selects: HQ ACC/DIS

2.9.3.2. General selects and above: HQ ACC/DO

Table 2.6. Senior Officer Basic/Initial/Requalification Requirements (BAQ/IQT/RQT).

CODE	TRAINING EVENT	PILOT	NAV	EWO
A004	Senior Staff Course	P	P	P
Q001	Open Book Qualification	1	1	1
Q002	Closed Book Qualification	1	1	1
AA01	Qualification Evaluation	P	P	P
E051	Data Run Procedures (RC-135S)			P
E052	EW Activity Procedures (RC-135V/W)			P
P015	Instrument Departure	2P		
P072	Published Penetration	P		
P071	Holding	P		
P110	Non-precision Approach	3P		
P160	Missed Approach	3P		
P102	ILS-Gyro	P		
P073	Enroute Descent	2P		
P112	TACAN/VOR/LOC Approach	3P		
P100	Precision Approach	3P		
M001	Sortie	3P	3P	3P
P360	Mission Preparation	P	P	P
P369	Aircraft Equipment Operation	2P	2P	2P
P366	Checklist Procedures/Use	2P	2P	2P
P367	Crew Coordination	2P	2P	2P
P010	Takeoff (Note 1)	2P		
P026	Takeoff Climb Procedures	2P		
P190	Landing	3P		
P012	Gyro Mode Takeoff	1		
P194	30 Flap Landing	1		
P170	Approach and Go, Simulated Engine Out	2P		
P040	Engine Fail, TO Continued	2P		
P171	App and Go, Simulated Engine Out, Rudder Power Off	1		
P180	App and Land, Simulated Engine Out	2P		
P200	Touch and Go Landing	3P		
R010	Receiver A/R	2P		
R040	Receiver A/R Breakaway/Emergency Separation	P	P	
N131	Enroute Rendezvous	P	P	
N132	Point Parallel Rendezvous	P	P	

CODE	TRAINING EVENT	PILOT	NAV	EWO
N136	Receiver Rendezvous Overrun Procedures	P	P	
N050	Navigation Leg		P	
N051	Reconnaissance Nav Leg (RC-135)		P	
P240	Emergency/Abnormal Gear Operations (See note)		P	
P250	Emergency Flap Operations (Note 1)		P	
NOTE: Instructors may dual log this flight event.				

2.10. Reports. Feedback is an important tool for ATS/military academic instructors. Formal school ATS contractors and military academic instructors will devise and implement student feedback questionnaires. The Post-Graduate Training critiques will be sent to each student's unit approximately 60 days after the student's graduation. The student will complete one critique, with the student's commander or supervisor completing the other. The unit will return both critiques to the administrator of the formal training or school from which the student graduated. For IQT/UGT/RQT -135 training conducted at Altus AFB, send the critique to: Det 2, AMCAOS, 510 N 6th Street, Suite 3, Altus AFB OK 73523-5089. Retain a backup copy of the answer sheet in the student's training records for 6 months. The CCTS will maintain the critique findings and actions taken for 24 months. For IQT/DQT/UGT/RQT -135 training conducted at Offutt AFB, (Grad Eval statement goes here) send the critique to: Det 10, ACC TRSS, 105 Washington Street, Suite F210, Offutt AFB NE 68113-2113. Retain a backup copy of the answer sheet in the student's training records for 6 months. Det 10, ACC TRSS, will maintain the critique findings and actions taken for 24 months.

2.11. Failure To Complete Training. If any crew member fails to complete a formal course, the formal school or training unit will send a recommendation to the individual's unit on whether he/she should complete training in-unit (which requires a waiver), be eliminated, or return to the formal school or in-unit training program for training.

2.11.1. Requests to recall a student from a formal AMC/AETC school course must be forwarded from the student's MAJCOM to 19 AF/DOT. 19 AF/DOT will accomplish all necessary coordination with 97 AMW agencies. Emergency recall during non-duty hours may be coordinated directly with the 97 OSS with notification to 19 AF on the next duty day.

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE II)

3.1. General. This chapter specifies minimum training requirements to qualify individuals in specific -135 unit operational and training missions. Mission Qualification Training (MQT) is a unit training program that upgrades aircrew members to BMC or CMR. MQT will also be used to re-qualify aircrew members who have regressed from BMC or CMR for any reason. MQT will train aircrew members to accomplish the unit mission. Units are allowed to tailor this program for all aircrew members, based on experience, currency, documented performance, and formal training. MQT to re-qualify regressed pilots will specifically address deficiencies which caused regression. **NOTE:** Training is not applicable to MAJCOM, NAF/DOV, OL-C, AMCOS/DT aircrew/instructor/evaluators.

3.2. Mission Qualification Training. Table 3.1., table 3.2., and table 3.3. list the minimum training an individual must complete to become mission ready. Every attempt should be made to mission qualify in the minimum time in order to prevent a regression of skills attained while in formal training.

3.3. Time Periods For Mission Qualification. Active duty crew members will complete mission qualification within 120 calendar days of entering MQT for RC/OC/WC-135. (Note for EWO/IMT training: If IQT/MQT is done concurrently, the training period is expanded to 180 calendar days.)

3.4. CMR/BMC Certification. Upon completion of MQT, the gaining squadron commander certifies aircrew members as CMR or BMC. Certification documents are filed in the crew members FEF.

3.5. Ground Training. All academic ground training required for mission qualification should be completed prior to mission flight evaluation and certification/qualification in the unit operational mission. As a minimum, the events listed in Table 3.1. will be accomplished (NA for senior officers maintaining basic qualification).

3.5.1. Ground training completed during mission qualification establishes due dates for subsequent continuation training. Completion of Combat Survival Training S-V-80-A, Special Survival Training S-V-83-A, and Water Survival Training S-V-90-A establishes the due date for recurring training respectively.

Table 3.1. Pilot/Nav Mission Qualification Ground Training Requirements (MQT).

CODE	TRAINING EVENT	PILOT	COPILOT	NAV	NOTE
\$A027	Initial Recon (RC) and Mission (OC, WC) Study	P	P	P	8
\$Q015	Initial Recon (RC) and Mission (OC, WC) Certification	P	P	P	8
\$A037*	EWO Performance Training	P	P		1,2
\$G033*	Unit Alert Procedures	P	P	P	1,2,5
G210*	Alert Start Procedures	P	P	F	2
\$G031*	Initial Command and Control Procedures	P	P	P	1,2

CODE	TRAINING EVENT	PILOT	COPILOT	NAV	NOTE
\$G080	Communications Procedures	1	1	1	1
\$G060	Tactics	1	1	1	1,5
\$G035*	PLZT Goggle Exercise	P	P	P	1,2,4
\$G036*	Flash Blindness/Thermal Protection	P	P	P	1,2
G119	ISOPREP, Initial	1	1	1	
G182	Hazardous Cargo Training	1			
G271	Initial Mission Employment Tactics Training	1	1	1	
\$G280	Small Arms Training	P	P	P	1,3
G310*	SIOP Study	P	P	P	2
\$LS01	Local Area Survival	1	1	1	1
\$LS02	CMBT Survival (CST)	1	1	1	1
\$LS03	Water Survival (WST)	1	1	1	1
\$LS04	ACDE	1	1	1	1
\$LS06	LS Equip Training	1	1	1	
\$LS08	Egress (NEJ)	1	1	1	
\$LS10	Hanging Harness (NEJ)	1	1	1	7
\$LS12	HH W/ACDE	1	1	1	7
\$G010	CBWD	1	1	1	1
\$G190	Aircraft Servicing	1	1	1	1
\$G070	Aircrew Intelligence Training	1	1	1	
G330	Unit Mission Briefing	1	1	1	5
Q010*	SIOP Certification	1	1	1	2,5
Q016	Conventional Certification (NA RC-135)	1	1	1	5
G020	Aircraft Ground Egress Training	1	1	1	

NOTES: 1. PUPs are not required to accomplish events identified with a "\$" if completed as a copilot.

2. Events identified with an "*" are required for units with SIOP DOCs. Units with a primary or secondary SIOP DOC must have 100 percent of their line crews SIOP certified. All "*" items, with the exception of G035, must be completed prior to Q010, SIOP Certification.

3. Individuals may be declared mission ready without completing events G180/G280.

4. G035 must be completed within 60 days of helmet modification; crew member may be declared mission ready prior to completing G035.

5. Mission-ready crew members transferring between units need receive only unit specific training in these events prior to being declared mission ready at their gaining unit.

6. Only RC-135.

7. As Applicable.

8. Individuals must certify in each MDS for which they are CMR/BMC.

3.6. Flying Training:

3.6.1. Basic qualified aircrew members pursuing combat mission ready status will maintain currency event requirements only.

Table 3.2. Pilot/Nav Mission Qualification Flight Training Requirements (MQT).

CODE	TRAINING EVENT	PILOTS	COPLT	NAV	NOTES
P280	ACDTQT	1	1	1	1,2
P260	Have Quick Radio Ops	P	P		1,2
P270	Secure Radio Operation	P	P	P	1,2
MQ01	Mission Evaluation	1	1	1	
M021	Unit Specific RAP Sortie	3P	3P	3P	3
R160	Radio Silent Breakaway	P	P	P	2
R165	Radio Silent Air Refueling	P	P	P	2
NOTES: 1. PUPs are not required to accomplish this event if completed as a copilot. 2. As applicable. 3. Waiverable to two sorties by the squadron commander.					

3.6.2. IMT/SMT/EWO Mission Qualification training requirements. For all IMTs, SMTs, and EWOs, Mission Qualification Training requirements are listed in **Table 3.3.** as applicable.

Table 3.3. IMT/SMT/EWO Mission Qualification Requirements (MQT) (See Note 1).

CODE	TRAINING EVENT	IMT 3	IMT 4	IMT 5	IMT 6	SMT	EWO	NOTE
A027	Initial Recon Study and Certification						1	2
G010	CBWD	1	1	1	1	1	1	
G033*	Unit Alert Procedures	P	P				P	2
G330	Unit Mission Briefing	1	1	1	1	1	1	2
G060	Tactics						P	2,5
G070	Aircrew Intelligence Training	1	1	1	1	1	1	
G119	ISOPREP, Initial	1	1	1	1	1	1	2
G190	Aircraft Servicing	P	P	P	P	P	P	
G271	Initial Mission Employment Tactics Training						1	
G280	Small Arms Training	P	P	P	P	P	P	3
LS01	Local Area Survival	1	1	1	1	1	1	
LS02	CMBT Survival (CST)	1	1	1	1	1	1	
LS03	Water Survival (WST)	1	1	1	1	1	1	
LS04	ACDE	1	1	1	1	1	1	
LS06	LS Equip Training	1	1	1	1	1	1	

CODE	TRAINING EVENT	IMT 3	IMT 4	IMT 5	IMT 6	SMT	EWO	NOTE
LS08	Egress (NEJ)	1	1	1	1	1	1	
LS010	Hanging Harness (NEJ)	1	1	1	1	1	1	7
LS012	HH W/ACDE	1	1	1	1	1	1	7
M021	Sortie	P	P	P	P	P	P	8
MQ01	Mission Evaluation	1	1	1	1	1	1	
P341	Mission Documents	P	P	P	P	P	P	
P280	ACDTQT	P	P	P	P	P	P	
P360	M/P/Briefing/Critique	P	P	P	P	P	P	
P366	Checklist Procedures/Use	P	P	P	P	P	P	
P367	Crew Coordination	P	P	P	P	P	P	
P369	Mission Equipment Ops	P	P	P	P	P	P	
Q010*	SIOP Certification	1	1				1	4, 5
Q016	Conventional Certification	1	1				1	2,7
T003	Mission Material/CTK Procedures	P	P	P	P	P		
E051	Data Run Procedures			P	P		P	6
E052	EW Activity Period						P	5
T006	Security Procedures	P	P	P	P			
T007	Quick Response Crew Procedures			P	P		P	
T024	Mission Compartment Test Equipment	P	P	P	P	P		
T014	Foreign/Domestic VIP Briefing					P		

NOTES: 1. IMT 3 denotes RC-135 (V/W) IMT; IMT 4 denotes RC-135 (U) IMT; IMT 5 denotes RC-135 (S) IMT 1; IMT 6 denotes RC-135 (S) IMT 2; SMT denotes OC-135 SMT.
2. Mission-Ready crew members transferring between units need receive only unit specific training in these events prior to being declared mission ready at their gaining unit.
3. Individuals may be declared mission ready without completing event G280 or G285.
4. Events identified with "*" are required for units with SIOP DOCs. Units with a primary or secondary SIOP DOC must have 100 percent of their line crews SIOP certified. All "*" items, with the exception of G035, must be completed prior to Q010, SIOP certification.
5. RC 135 U/V/W only.
6. RC-135 S only.
7. As required/if applicable.
8. Minimum number sorties as per syllabus.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flying training requirements for CMR, BMC, and BAQ aircrews. Refer to **Chapter 5**, Specialized Training for additional training program specifics. Aircrew must be qualified IAW AFI 11-401 and AFI 11-408. Additionally, they must complete IQT (Phase I) to fly in BAQ status, and MQT (Phase II) to fly in BMC or CMR status.

4.2. Ground Training. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. The following programs comprise ground training only. Chapter 6 contains specialized programs with both flying and ground training requirements.

4.2.1. MAJCOM and NAFs will determine unit of attachment for their staff personnel in flying positions.

4.2.2. Squadron commanders will ensure all crew members under their command receive training necessary to successfully complete unit missions. In addition to determining the CMR/BMC status of each crew member, the SQ/CC is responsible for determining: (1) which aircrew members will be designated "experienced /inexperienced" and (2) which crew members will receive specialized training/certification (i.e. EMCON 3 or 4 certified (Q060/Q070)).

4.2.3. Flight commanders must check quality of training accomplished, identify deficiencies, and advise squadron staff of additional training needs.

4.2.4. Unit schedulers will tailor sorties to maximize training, and use flying time effectively.

4.3. Crediting Event Accomplishment. Training accomplished during IQT/RQT/DQT is not creditable to continuation training requirements. Post AETC CFIC RC/OC/WC/TC-135 Instructor Upgrade/training is creditable.

4.4. Training Period. The continuation training program is based on a static 12 month period (1 July-30 June).

4.5. Failure to Complete Training Requirements. Failure to complete continuation ground training as prescribed or flight training events by the end of the annual training period will result in the following:

4.5.1. Aircrew members who fail to complete the following Category I ground training will be considered grounded and will not fly until the training is complete:

4.5.1.1. Physiological Training (Altitude Chamber).

4.5.1.2. Egress Training.

4.5.1.3. Hanging Harness Training (if applicable).

4.5.1.4. Flight Physical.

4.5.2. Combat Mission Ready aircrew members who fail to complete the following Category I and II ground training requirements within the prescribed training period are downgraded to Non-CMR until training is complete.

4.5.2.1. Chemical-Biological Warfare Defense Training. (Ground ensemble) OG/CC can waive this requirement for non-mobility personnel.

4.5.2.2. Aircrew Chemical Warfare Defense Training.

4.5.2.3. Water Survival Training.

4.5.2.4. Life Support Equipment Training.

4.5.2.5. Combat Survival Training.

4.5.3. If an aircrew member fails to maintain currency in an event specified in table 4.9, they may not perform that event without instructor/evaluator supervision.

4.5.4. If an aircrew member fails to complete any training requirement(s) and the squadron commander determines that the training deficiency warrants downgrading, the crew member may be downgraded to N-CMR/N-BMC/BAQ. Recurrency/requalification will be IAW paragraph 4.6..

4.6. Loss of Currency or Qualification. The following procedures apply after loss of currency or qualification for all aircrew personnel except flight surgeons. An aircrew member that is noncurrent up to 2 months must demonstrate proficiency with an instructor in all delinquent items and complete additional training as directed by the SQ/CC. Aircrew members noncurrent over 2 but less than 6 months must be evaluated in the delinquent event. Loss of currency exceeding 6 months requires a complete inflight evaluation (initial qualification). Qualification requirements follow:

4.6.1. Unqualified up to 2 years. Requires training in all delinquent items, if applicable, and additional training as directed by the squadron commander and an inflight evaluation.

4.6.2. Unqualified 2 to 5 years. Complete appropriate AFCAT 36-2223 requalification academic course in-unit or formal school flying training, and an inflight evaluation. The requalification academic course may be accomplished in-unit, with a waiver from HQ ACC/DIS.

4.6.3. Unqualified over 5 years. Complete appropriate AFCAT 36-2223 formal initial qualification course.

4.6.4. Event Delinquency. Crew members delinquent in one or more flight currency events, will only perform those events under supervision of an instructor of like specialty.

4.7. Ground Training Events. -135 Ground Training Events are listed in **Table 4.1.**

4.7.1. Course descriptions can be found in **Attachment 2.**

4.7.2. "X" in Combat Mission Ready (CMR) column indicates events that must be completed within the designated frequency to maintain mission ready status. Crew members that lose CMR status because of overdue ground training will regain CMR status upon completion of training.

4.7.3. Use the following definitions for the frequency of ground training:

4.7.3.1. A--Annual. Accomplished every 12 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the six months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the following year (e.g. If an individual's currency reference month is January 97 and he/she completes the event in July 96, the currency reference month is updated to Jan 98.). Units may change an individual's currency reference month to facil-

itate block ground training. In no case will an individual exceed 18 months between accomplishment of annual ground training events.

4.7.3.2. AR--As Required. (Self explanatory).

4.7.3.3. B--Biennial. Accomplished every 24 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the second year. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 30 months between accomplishment of biennial ground training events.

4.7.3.4. C--Cycle. In conjunction with qualification evaluation. (i.e., every 17 months).

4.7.3.5. C*. Accomplished every 18 months.

4.7.3.6. M- -Monthly. Accomplished each calendar month.

4.7.3.7. Q--Quarterly . Accomplished four times each training period, once in each three month period (Jul-Sep, Oct-Dec, Jan-Mar, and Apr-Jun).

4.7.3.8. SA--Semiannual . Accomplished twice each training period, not later than the end of the 6th month from the month last accomplished.

4.7.3.9. T--Triennial. Accomplished every 36 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the third year. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 42 months between accomplishment of triennial ground training events.

NOTE:

Units are encouraged to combine like courses whenever possible and teach only those portions applicable to their aircraft and mission. The time allotted for each course listed in the aircrew training syllabi should be used as a scheduling guide with the actual time required being based upon the needs and experience of the class.

Table 4.1. Continuation Ground Training Requirements.

CMR	CODE	TRAINING EVENT	FREQ	P	C	NAV	EWO	IMT	NOTE
X	AA01	Qualification Check	C	X	X	X	X	X	11,12
	AA02	Qualification Check, Simulator	C	X	X				12
	AA11	Instrument Check	C	X	X				12
	AA12	Instrument Check, Simulator	C	X	X				12
X	A020	IDM Academics	A				X		15
	AA21	Combined Qualification and Instrument Check	C	X	X				11,12

CMR	CODE	TRAINING EVENT	FREQ	P	C	NAV	EWO	IMT	NOTE
	AA22	Combined Qual and Instru- ment Check, Simulator	C	X	X				12
X	G010	CBWD	A	X	X	X	X	X	13
X	G020	Egress Training	A	X	X	X	X	X	
X	G030	SIOP Command and Con- trol Procedures	SA	X	X	X			1,13
X	G040	SIOP Study	SA	X	X	X	X		1,13
X	Q010	SIOP Certification	C*	X	X	X	X		1,2,13
X	Q016	Conventional Certification	AR	X	X	X	X		7,10,13
X	G330	Unit Mission Briefing	AR	X	X	X	X	X	13
	G060	Tactics	A	X	X	X	X		13
	G070	Aircrew Intelligence Train- ing	A	X	X	X	X	X	13
X	G080	Communications Proce- dures	A	X	X	X			13
	G090	Antihijacking	B	X	X	X	X	X	
	G100	Laws of Armed Conflict	A	X	X	X	X	X	13
	G110	Protection From Terrorism	A	X	X	X	X	X	
X	G120	ISOPREP Review	SA	X	X	X	X	X	12,13
	G130	Instrument Refresher Course	C	X	X	X			
	G160	Overwater Nav Procedures	A			X			
	G161	Polar Navigation Procedures	A			X			
	G170	Celestial Training Device	Q			X			10
	G171	Polar Grid CTD	A			X			4, 10
	G172	Twilight CTD	A			X			4, 10
	G173	Southern Latitude CTD	A			X			4, 10
	G174	Unit Option CTD	A			X			4,10
	G182	Hazardous Cargo Training	A	X				X	4, 10
	G190	Aircraft Servicing	A	X	X	X	X	X	13
	G210	Alert Start Procedures	A	X	X				1,13
	G222	Hydraulics	A	X	X				6
	G223	Flight Controls	A	X	X				6
	G224	Fuel Systems	A	X	X				6
	G225	Electrics	A	X	X				6
	G226	Environmental Systems	A	X	X				6
	G227	Propulsion/Power Plants/ APU	A	X	X	X			6,10

CMR	CODE	TRAINING EVENT	FREQ	P	C	NAV	EWO	IMT	NOTE
	G230	Crew Resource Management (CRM)	A	X	X	X			
	G250	Refresher Simulator	A	X	X				13
	G252	Electrics and Fuels Simulator	A	X	X				5,13
	G253	Engines and Pneumatics Sim	A	X	X				5, 13
	G254	Flight Controls and Hydraulics Sim	A	X	X				5,13
	G260	Instrument Sim	A	X	X				
	G280	Small Arms Training (SAT)	B	X	X	X	X	X	13
X	LS03	Water Survival Training (WST)	B	X	X	X	X	X	
X	LS04	ACDE Training	A	X	X	X	X	X	13
X	LS06	LS Equip Training	A	X	X	X	X	X	
X	LS08	Egress (NEJ)	A	X	X	X	X	X	
X	LS010	Hanging Harness (NEJ)	B	X	X	X	X	X	10
X	LS011	LTCST	B	X	X	X	X	X	
X	LS012	HH W/ACDE	B	X	X	X	X	X	10,13
X	PP01	Flight Physical	A	X	X	X	X	X	12
X	PP11	Physiological Refresher	T	X	X	X	X	X	12
	RR01	Flight Records Review	A	X	X	X	X	X	
X	G633	MTT	C*	X	X	X	X	X	8,13
	G256	McClellan Flight Safety Sim	AR	1	1				14

NOTES: 1. Required for units with SIOP DOCs.
2. Includes SIOP Certification and Preparation for SIOP Certification.
3. Taught in conjunction with G070.
4. Dual log with G170.
5. Dual log with G250. Annual credit for G250 will be given when G252-254 are complete.
6. Required in lieu of G250 for units whose pilots are unable to attend refresher simulators.
7. As determined by WG/CC.
8. RC-135 only.
9. 343 RS only.
10. If applicable.
11. Dual logged event.
12. Event entered for AFORMS tracking.
13. Not applicable to MAJCOM/NAF DOV/OL-C AMCS/DT Aircrew/Instructor/Evaluators.
14. Simulator training satisfies the requirements for G250, dual log if accomplished.
15. RIVET JOINT Ravens only.

Table 4.2. Flight Surgeon Ground Training Continuation Requirements.

CODE	TRAINING EVENT	FREQ	FLIGHT SURGEON	NOTE
G010	CBWD	B	1	1
G020	Aircraft Ground Egress Training	A	1	1,2
G090	Anti-Hijack	B	1	
G120	ISOPREP Review	SA	1	
LS06	LS Equip Training	A	1	1,2
LS04	ACDE Training	B	1	1
LS011	LTCST	B	1	1
LS03	Water Survival Training	B	1	1
PP01	Flight Physical	A	1	1,2
PP11	Physiological Training	T	1	1,2
Q002	Closed Book	A	1	1,2
RR01	Flight Records Review	A	1	
NOTES: 1. Initial Qualification Requirement. 2. Grounding Event Code.				

4.8. Senior Officer Ground Training Requirements. Senior officers and all other crew members maintaining basic qualification in the -135 are required to complete, as a minimum, the courses listed in **Table 4.1**. Senior officers maintaining CMR/BMC status will comply with **Table 4.1**.

Table 4.3. Senior Officer Ground Training Requirements.

CODE	EVENT	FREQUENCY	NOTES
G020	Egress Training	A	
G230	CRM Refresher	A	
LS06	LS Equip Training	A	
PP01	Flight Physical	A	
PP11	Physiological Training	T	
RR01	Flight Records Review	A	

4.9. Flying Continuation Training Requirements. -135 flying continuation training requirements are listed in **Table 4.6.**, 4.7, and 4.8.

4.9.1. Pilots and Instructor Pilots. Pilots and instructor pilots must actually control the aircraft or ATD to credit a training event with the following exceptions: an instructor pilot initial takeoff, touch-and-go landing and an instructor/evaluator sortie. Instructors and evaluators may credit a take-off or touch-and-go landing if they are in the opposite pilot/copilot seat, supervising the takeoff/touch-and-go.

4.9.2. Instructors and Evaluators. Instructors and evaluators may credit an Instructor/Evaluator sortie when performing instructor/evaluator duties in-flight. Instructors and evaluators may credit flying training Instructor/Evaluator sorties when performing instructor/evaluator duties in the simulator.

4.9.3. Annual Flying Training. To maintain their assigned CMR training, each flight crew member must complete all of the events listed in the applicable tables during each annual training period.

4.9.4. Monthly and Three Month Lookback. Each flight crew member's flying training is reviewed monthly to determine the proficiency achieved during the previous calendar month and during the previous three calendar months in order to determine the squadrons combat capability. Monthly reviews of CMR/BMC status do not apply to BAQ aircrew members. Monthly and Three Month CMR/BMC Lookback criteria for maintaining assigned CMR/BMC levels are listed in table 1.2.

4.9.5. Basic Mission Capable Training. BMC flight crew members must complete BMC training requirements for all flying training and/or ATD events. BMC flight crew members maintain the same currency as CMR flight crew members. BMC flight crew members must complete all CMR ground training.

4.9.6. Training For Staff Aircrew Authorized To Maintain BAQ Status. Authorized BAQ staff aircrew, IAW paragraph 1.11.2., perform all flight duties under instructor supervision and complete Category I and II ground training events listed in paragraph 4.9.2.. CMR/BMC monthly, three month lookback, annual training and currency do not apply to authorized BAQ staff aircrew members.

4.9.7. Training for MAJCOM, NAF/DOV, OL-C AMCOS/DT crew members. These individuals need only complete applicable training events listed on Table 4.1., 4.6 , 4.7, and 4.8.

4.9.8. ATD Credit for Training Requirements. Simulator training augments flight training; it does not replace it. Pilots can credit flight training events listed in Table 4.4. in the ATD. Flight currency (Table 4.8.) cannot be updated in the ATD except for Reverse Thrust landings (when reverse thrust equipped aircraft is not available) and ACDTQT (P280). COBRA BALL Raven/ IMT flight events and currencies (not including M001 sortie and P240 Emergency Gear Lowering) may be updated in a suitable ATD. RIVET JOINT/COMBAT SENT/COBRA BALL Ravens/IMTs may credit ACDTQT in the Simulator, power on ground trainer or ATD.

Table 4.4. Pilot Flight Events Creditable in ATD.

CODE	TRAINING EVENT	NUMBER CREDITABLE
P007	Approach to Initial Buffet Recovery (OFT only)	ALL
N165	Fixing	ALL
P012	T.O. Gyro Mode	ALL
P018	Copilot Takeoff/Climb Duties	ALL
P027	Combat Departure	ALL
P040	Simulated Engine Failure, T/O Continued	ALL
P069	NDB Approach	ALL
P071	Holding	ALL
P072	Penetration (Published)	ALL
P100	Precision Approach	ALL
P101	ILS Approach	ALL
P102	ILS Gyro Mode	ALL
P110	Non Precision Approach	ALL

CODE	TRAINING EVENT	NUMBER CREDITABLE
P111	VOR/TACAN Procedures	ALL
P112	VOR/TACAN Approach	ALL
P160	Missed Approach	ALL
P171	Approach/Go Around Simulated Engine Out, Rudder Power Off	ALL
P191	Landing, Full Stop, Reverse Thrust	ALL
P280	Aircrew Chemical Defense Qualification Training	ALL
P310	Instructor/Evaluator Duties	ALL
P311	Flight with an Instructor	ALL
P026	T.O. Climb Procedures	ALL
P364	Autopilot Off Cruise	ALL

4.9.9. Because of the wide range of conditions and medications, the flight surgeon will need to determine whether an individual can perform training duties in the OFT/WST, when placing the individual on DNIF status. Consideration must be given to the impact that the condition or medication will have on the individual's ability to learn from the OFT/WST training.

Table 4.5. Flight Surgeon Continuation Flight Training Requirements.

CODE	TRAINING EVENT	ANNUAL	SEMI-ANNUAL	NOTE
M001	Sortie	12	6	1,2,4
M002	Night Sortie	2	1	3,5
P280	ACDTQT	1		
NOTES: 1. MAJCOM establishes procedures for flight surgeons to regain flying currency (AFI 11-401). 2. Only one sortie is creditable per single calendar day. 3. 1 hour or more is required for Night sortie and may only log one night sortie on Non-Primary assigned aircraft annually. 4. Flights on Non-Primary assigned aircraft-limited to six flights annually; three flights semi-annually. 5. Dual log with M001.				

Table 4.6. Continuation Flight Training Annual RAP Requirements (RC/OC/WC/TC-135).

CODE	TRAINING EVENT	POSITION	BMC I/E	CMR I/E	NOTE
E051	Data Run Procedures	EWO	36/24	72/48	2
E052	EW Activity Period	EWO	12/6	24/12	6
M021	RAP Sortie	ALL	12/6	24/12	
N130	Receiver Rendezvous	IN/N	12/6	24/12	5
P020	Takeoff	IP/AC/C	12/6	24/12	3
P190	Landing	IP/AC/C	30/25	40/35	
R010	Receiver A/R	IP/AC	15/10	20/15	

CODE	TRAINING EVENT	POSITION	BMC I/E	CMR I/E	NOTE
T013	Film Based Camera Ops/Proc	SMT	12/6	24/12	
NOTES: 1. If Applicable. 2. RC-135S Only. 3. Instructors may dual log this flight event. 4. RC-135 V/W only. Non-Mission Ready event. 5. Not applicable OC-135. 6. RC-135 U/V/W only.					

Table 4.7. Continuation Flight Training Annual Non-RAP Requirements.

CODE	TRAINING EVENT	CREW POSITION	BMC I/E	CMR I/E
M001	Sortie	P	16/8	36/24
M001	Sortie	N/EWO/IMT	12/6	36/24
M010	Proficiency Sortie	ALL	4/2	6/4
N136	Rcvr Rendezvous Overrun Procedures	IN/N	2/1	4/2
P040	Simulated EFTOC	IP/AC	4/2	6/4
P070	Instr. Approach	IP/AC/C	12/6	36/24
P160	Missed Approach	IP/AC/C	4/2	6/4
P170	Appr and GA (Sim Eng Out)	P	4/2	6/4
P180	Appr and Landing (Sim Eng Out)	P	4/2	6/4
R040	Receiver A/R Breakaway	IP/AC/C/N	2/2	4/4
P192	Night Landing	IP/AC/C	6/3	6/3
N050	Navigation Leg	N	4/2	6/4
N120	ARDA	N	4/2	6/4

Table 4.8. Continuation Currency Requirements.

CODE	TRAINING EVENT	CREW POSITION	FREQ	NOTE
E051	Data Run Procedures	EWO/IMT	1/60	3
E052	EW Activity Period	EWO	1/60	4
E054	IDM Integration	EWO	1/180	7
M001	Sortie	All	1/60	1
N050	Navigation Leg	IN/N	1/90	
N130	Receiver Rendezvous	IN/N	1/90	
P020	Takeoff	IP/P/C	1/45	2
P070	Instrument Approach	IP/P/C	1/45	
P180	App and Land (Simulated Engine Out)	IP/P	1/120	

CODE	TRAINING EVENT	CREW POSITION	FREQ	NOTE
P190	Landing	IP/P/C	1/45	
P193	Opposite Seat Ex.	P	1/60	
P191	Landing, Reverse Thrust	IP/P/C	1/90	5
P192	Landing, Night	IP/P/C	1/120	
P200	T and G Landing	P	1/30	
P210	IP T and G Landing	IP	1/45	
P240	Landing Gear Alt/Emergency Extension	P/C/N/ /EWO	1/180	2,6
P250	Main Flap Manual/Emergency Operation	P/C/N/	1/365	2,8
P280	ACDTQT	ALL	1/365	1
P310	Instructor/Evaluator Duties	ALL	1/90	5
R010	Receiver A/R	IP/AC	1/45	
R020	Receiver A/R, Night	IP/AC	1/120	
R030	Receiver A/R (Heavy Weight)	IP/P	1/365	
NOTES: 1. Applicable to Flight Surgeons. 2. Instructors may dual log this flight event. 3. RC-135S. 4. RC-135 U/V/W only. 5. May be updated in OFT (Ground Trainers for EWOs). 6. RC-135S EWO Raven 3 only. 7. RIVET JOINT Tactical Coordinators only. 8. If aircraft is not available, accomplish via ground lesson plan with instructor of like specialty.				

4.10. Ancillary Training. Ancillary training is required for all Air Force personnel. Frequency for this training will be IAW this instruction (See **Table 4.1.**). There are three ancillary training categories: Functional Training (Category-I), General Training (Category-II), and Awareness Programs (Category- III) (See **Table 4.10.**). Failure to accomplish this training does not affect BAQ/BMC/CMR status except as noted in **Table 4.1.**. Category I and II must be documented, Category III does not have to be documented.

4.11. Flying Training. All aircrew members will accomplish the requirements as shown on **Table 4.7.**. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but will require additional training as determined by the SQ/CC.

4.11.1. Basic Aircraft Qualification (BAQ) Requirements.

4.11.1.1. Qualification Evaluation IAW AFI 11-408.

4.11.1.2. Currencies (as applicable) IAW paragraph **4.8.**.

4.11.1.3. BAQ aircrew members will fly a supervised sortie (with a squadron supervisor or instructor) at least once every 60 calendar days.

- 4.11.1.4. Aircrew remaining in BAQ status longer than 6 months will be grounded (except General Officers).
- 4.11.2. Basic Mission Capable (BMC) Requirements.
 - 4.11.2.1. Mission Evaluation IAW AFI 11-408.
 - 4.11.2.2. Currencies (as applicable) IAW paragraph 4.8..
 - 4.11.2.3. Sortie rate (lookback) IAW **Table 1.2.** and paragraph (4.7.1.).
 - 4.11.2.4. BMC aircrew members fly RAP sorties and/or events per this instruction and as authorized by the SQ/CC, based on their PAI experience and proficiency.
 - 4.11.2.5. Ground training requirements related to applicable RAP sorties/events.
- 4.11.3. Combat Mission Ready (CMR) requirements:
 - 4.11.3.1. Currencies (as applicable) IAW paragraph 4.8.
 - 4.11.3.2. Performance satisfactory to the SQ/CC.
 - 4.11.3.3. Mission Evaluation IAW AFI 11-408.
 - 4.11.3.4. Sortie rate (lookback) IAW table 1.1 and paragraph (4.7.1).
 - 4.11.3.5. CMR aircrew members fly RAP sorties, mission types, and events IAW the procedures set forth in this instruction. (Failure to accomplish RAP-tasked mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report waiver IAW para 1.12.).
 - 4.11.3.6. Ground training requirements related to applicable RAP sorties/events.
 - 4.11.3.7. Ground Training Chemical Warfare Training IAW paragraph 6.2..
- 4.11.4. Special Capabilities/Qualification requirements:
- 4.11.5. Specialized training IAW **Chapter 5** and guiding syllabi.
- 4.11.6. Sortie requirements IAW this instruction.
- 4.11.7. Failure to accomplish the requirements specified in this document requires loss of designation/qualification.
- 4.11.8. Re-certification/Re-qualification is IAW paragraph 4.8..

4.12. Special Categories:

- 4.12.1. Flight Surgeon (FS) flying rates and requirements will be IAW AFI 11-202V1.
- 4.12.2. MAJCOM and NAF RPI-8 Aircrew members.
 - 4.12.2.1. MDT for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Directors (Division Chiefs for Flight Safety and IG) and NAF/DO are reviewing authorities for assigned personnel. They will:
 - 4.12.2.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.
 - 4.12.2.1.2. Review assigned pilot accomplishments and currencies prior to authorizing pilots to participate in MDT.

4.12.2.1.3. Provide each pilot with written documentation specifying the sortie types and events the pilot is authorized to fly.

4.12.2.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, NAAR, CW training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine pilot qualifications to participate in squadron scenarios for MDT.

4.12.2.3. Aircrew members will:

4.12.2.3.1. Review accomplishments and currencies for accuracy.

4.12.2.3.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.12.2.3.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

4.12.2.4. Instructor-qualified aircrew members may perform instructor duties, with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

4.13. Multiple Qualification/Currency:

4.13.1. MAJCOM DO/XO may authorize qualification in more than one mission design series (MDS) aircraft for crew members only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crew members qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraph 4.13.2. have MAJCOM DO/XO approval, and do not need to submit specific requests.

4.13.1.1. Submit multiple qualification requests through command channels to MAJCOM/DO. All requests must contain full justification. Approval for multiple qualification request must be provided to the appropriate Host Operations System Manager (HOSM) office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.13.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position and aircraft requested, or until rescinded by MAJCOM DO/XO.

4.13.2. Multiple qualification is authorized as follows and does not require a multiple qualification authorization:

4.13.2.1. RC-135U/V/W and TC-135W/S are considered the same MDS for pilots and navigators.

4.13.2.2. RC-135S and TC-135S/W are considered the same MDS for pilots and navigators.

4.13.2.3. OC-135B and WC-135W are considered the same MDS for pilots.

4.13.2.4. RC-135V/W are considered the same MDS for EWO and IMTs.

4.13.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing Commanders will qualify in only one of their wing's aircraft (preferably in their wing's predominant aircraft). Either the WG/CV or OG/CC should qualify in the wing's other

aircraft (not the aircraft selected by the WG/CC). See ACCI 11-450 for policy on Senior Supervisor Familiarization Flights.

4.13.4. To accomplish multiple requirements, aircrew will satisfy at least 50 percent of the RAP sortie requirements in their primary aircraft. When BMC/CMR in more than one mission aircraft, complete at least 10 percent of the annual RAP requirements (one sortie minimum) in each aircraft qualified in. Pilot transition and air refueling training are considered the same for any -135 MDS. (See AFI 11-408, 11-401.)

4.13.5. To accomplish multiple currencies, aircrew will fly at least once each 90 days in each aircraft. Pilot transition currencies and Pilot/Nav air refueling currencies can be logged in any -135 MDS. Aircrew will comply with all other currency requirements for each aircraft.

4.13.6. Aircrew must complete difference/mission qualification training IAW an approved syllabus.

4.14. Currencies/Recurrencies/Requalification:

4.14.1. Currency. Table 4.8. defines currency requirements for all aircrew members. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted.

4.14.2. Recurrency:

4.14.2.1. Recurrency is required whenever an aircrew member does not meet any currency requirement in this instruction.

4.14.2.2. Overdue training requirements must be satisfied before the aircrew member is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g., life support equipment). The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.14.2.3. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the SQ/CC.

4.14.3. Loss of/Requalification to Instructor Status. Instructors will be decertified if:

4.14.3.1. They fail a flight check. To regain Instructor status, the instructor must successfully complete a flight check IAW AFI 11-408.

4.14.3.2. They fail a qualification, EPE, or instrument, examination. To regain instructor status, the instructor must successfully reaccomplish the written exam.

4.14.3.3. They become noncurrent in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require decertification. If the SQ/CC does not elect this option or if the instructor becomes noncurrent in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.15. Regression:

4.15.1. Only RAP training and operational sorties may be used for lookback. If an aircrew member does not meet lookback requirements throughout the training cycle, SQ/CCs can:

4.15.1.1. Regress the aircrew member to a lower N-CMR/N-BMC status, as applicable; or

4.15.1.2. Remove the aircrew member from an CMR manning position; or

4.15.1.3. Initiate action to remove the aircrew member from active flying status.

4.15.2. Failure to meet 1-month RAP sortie lookback requires a review of the aircrew member's 3-month sortie history. If the 3-month lookback has been met, aircrew members may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/BMC status as appropriate, or the aircrew member may be placed in probation status for 1 additional month at the SQ/CC's discretion. If probation is chosen, the only way to remove an aircrew member from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period (see **Figure 4.1.**).

4.15.3. For CMR aircrew members regressed to N-CMR for lookback, the SQ/CC will approve an MQT re-certification program to bring the aircrew member up to CMR standards. As a minimum, this program will consist of sorties equaling one-half of 1-month's RAP sortie requirement. BMC aircrew regressed to N-BMC must complete a unit commander directed MQT re-certification program. Upon completion of the re-certification program, the aircrew member must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.15.4. Following MQT, initial and requalification course graduates assigned to BMC positions will meet the 1-month lookback to maintain BMC until a 3 month lookback is established. Requalification course graduates and individuals previously qualified in the aircraft will meet the 1-month lookback to maintain CMR until a 3 month lookback is established.

4.15.5. Lookback computations begin the calendar day following completion of MQT, and continue for 30, 60, and 90 calendar days. The aircrew must maintain 1-month lookback until 3-month lookback is established at 90 days. Once 3-month lookback has been established, 1-month and 3-month lookback computations will transition to calendar months at the completion of the next calendar month.

4.15.6. Aircrew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-408. Aircrew members will regress to N-CMR or N-BMC as applicable. These aircrew members will remain N-CMR/N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

4.16. End of Cycle Training Requirements. Additional training may be required, depending on the type and magnitude of the deficiency. Refer to paragraph 4.9. to see if some of the requirements can be prorated.

4.16.1. The aircrew member is able to continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.16.2. Failure to Meet Total RAP Sortie Type Requirements.

4.16.3. Regression to N-CMR/N-BMC if the aircrew member did not meet total sortie requirements for the qualification level. To regain CMR/BMC, the aircrew member will complete all deficient sortie types/events. These sorties and events may be counted against the total requirements for the new training cycle.

4.16.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine requalification requirements.

4.17. Proration of End-of-Cycle Requirements. Proration of Training. Prorate continuation flying training events for aircrew members not available for flying duties (DNIF, leave, emergency leave, non-flying TDY, etc.), and for time in IQT/RQT/DQT/MQT. Currency may be established by events accomplished in MQT. Use the following formula to determine training requirements, with months available determined by **Table 4.9**.

$$\frac{\# \text{ Months Available} \times \# \text{ Events}}{12}$$

12

Table 4.9. Individual Availability Proration Allowance.

Days Available	Prorated Months
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
166-195	6
196-225	7
226-255	8
256-285	9
286-315	10
316-345	11
346-365	12

4.17.1. At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIFs, emergency leaves, and/or non-flying TDY/exercises preclude training for a portion of the training period. The following guidelines apply:

4.17.1.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.17.1.2. Proration is based on cumulative days of non-flying in the training cycle and can be applied separately for each period of non-flying. Use table 4.9 to determine the number of months to be prorated based on each period of consecutive calendar days of non-flying.

4.17.1.3. If IQT is re-accomplished, an aircrew member's training cycle will start over at a prorated share following completion of IQT/MQT training.

4.17.1.4. Example: Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC autho-

rized a total of three months proration from his training cycle (one month for emergency leave and two months for SOS).

4.17.1.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.17.1.6. Newly assigned/converted aircrew members and aircrew members achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated. A prorated share of RAP sorties must be completed in CT.

4.17.1.7. An aircrew member's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.17.1.8. Operational Missions. Operational missions can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.

4.17.1.8.1. Normally, all operational missions will be logged as RAP sorties. These sorties count toward annual RAP requirements, and may be used for lookback purposes. RAP events logged during contingency operations sorties count toward annual RAP requirements and may be used to update currencies.

4.17.1.8.2. As the training quality of missions flown of operational missions may vary considerably, SQ/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.18. Regaining CMR/BMC Status:

4.18.1. If CMR/BMC status is lost due to failure to meet the end of cycle event requirements, requalification is IAW paragraph 4.7.1..

4.18.2. If CMR/BMC status is lost by failure to meet lookback IAW paragraph 4.7. and currency is maintained, the following applies (time starts from date the aircrew member came off CMR/BMC status):

4.18.2.1. Up to 90 days. The crew member must meet one-half of one month's CMR/BMC sortie rate plus satisfy the 1-month lookback requirement. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to re-certification to CMR.

4.18.2.2. 91-180 days. Same as above, plus qualification and written examinations.

4.18.2.3. 181 days and beyond. Reaccomplish MQT.

4.19. Example of the Lookback, Regression, Proration, and Requalification Process. Capt Smith is an experienced CMR pilot in ACC with a 1- and 3-month lookback requirement of 2 and 6 RAP sorties

respectively. On Feb 3, he flew a mission before departing for two months to a non-flying TDY tour. He is back for flight duty on 6 Apr. What is his status throughout his TDY and upon his return?

4.19.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He flew only 1 RAP sortie, failing the 1 month lookback. The Flt/CC then performed a 3 month lookback (Dec, Jan, Feb). This showed that he flew only 5 sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with 5 sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

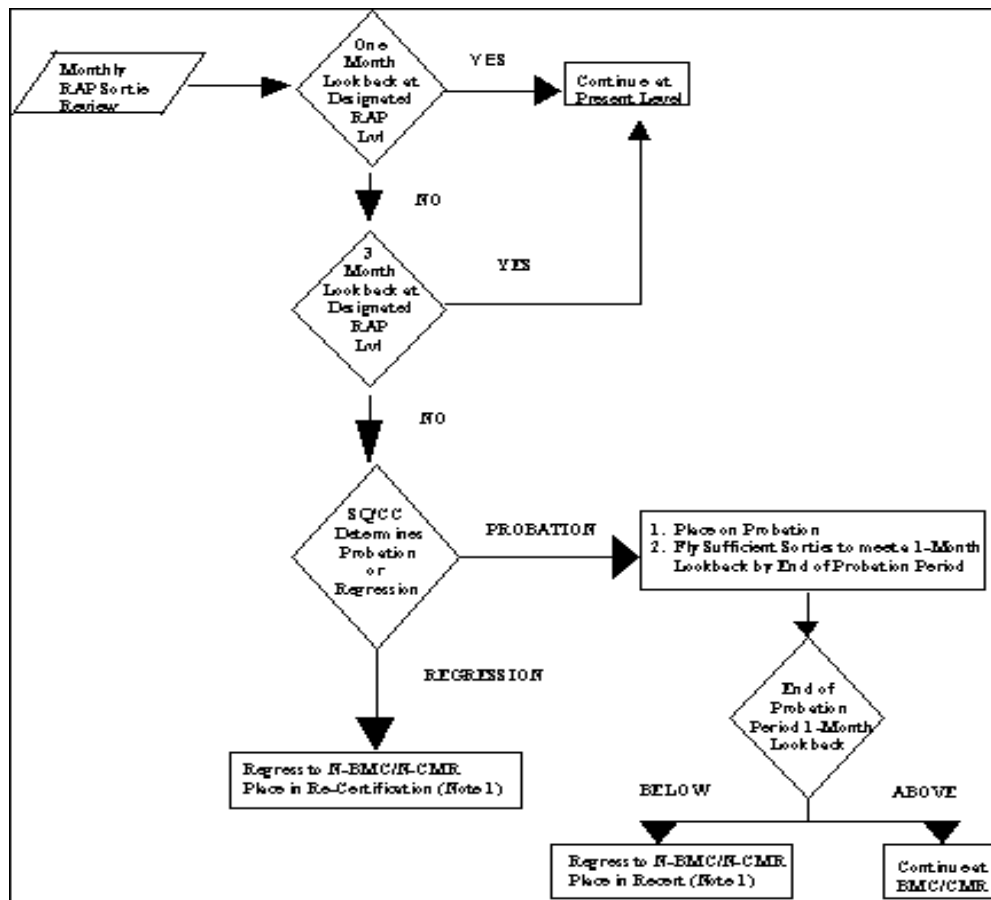
4.19.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was 0 sorties. The SQ/CC must now regress Capt Smith to N-CMR. In May, the SQ/CC will have to place him in a 1 sortie minimum (one half of the 2 sortie/ 1 month lookback requirement for CMR) recertification program. Upon completing this program, Capt Smith will need to then fly two more RAP sorties in May to re-establish his 1 month lookback by 1 Jun. Failing to do so would force him to be reported N-CMR one more month until the next lookback process on 1 July

4.19.3. If he had returned on 22 Mar, and had landed the jet 48 days ago, he could fly a non-RAP sortie to regain landing currency. For CMR purposes, Capt Smith would need to fly 2 RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first few sorties in order to regain his T/O and landing currencies.

4.19.4. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.19.5. At the end of the training cycle, 30 Jun, the SQ/CC prorated two months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie. The SQ/CC regressed Capt Smith to N-CMR. After accomplishing the sortie type one time, the SQ/CC re-certified Capt Smith to CMR. This sortie counts for the new training cycle.

Figure 4.1. Regression Flow Chart.

**NOTES:**

1. For aircrews who are on probation or were regressed for look-back, SQ/CC may recertify at the previous RAP level when the appropriate 1-month look-back is satisfied.
2. SQ/CC will approve a program to bring the aircrew up to CMR/BMC standards equalling $\frac{3}{4}$ of 1 month's rap sortie rate. Prior to being considered CMR/BMC, the aircrew must satisfy the subsequent 1-month look-back.

Table 4.10. Aircrew Ancillary/Ground Training.

SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	AFFECTCMR
Self-Aid and Buddy Care Training	Initial and refresher every 2 yrs	AFI 36-2238	No
Initial Chemical Warfare Defense Training--Ground Crew Ensemble	Initial	AFPD 32-40 AFI 32-4001 AFI 32-4002	No
Initial Chemical Warfare Defense Training--Aircrew Ensemble	Initial		Yes
Annual Chemical Warfare Defense CT Aircrew Ensemble	Annually		Yes
Handgun Training	Initial and Requalify every 23 yrs	AFI 36-2226	No
Intelligence Training	Annual		No
SIOP Certification	18 Months	ACCI 11-450, Vol II	Yes
Weapons/Tactics Academics	Annual		No
CATEGORY II--GENERAL TRAINING			
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUND
Physiological Training (Altitude Chamber)	Every 3 years	AFI 11-403	Yes
Instrument Refresher	PERIODIC	AFPD 11-4 AFI 11-401 as supplemented	No
Life Support Training -Egress/Ejection Training -Hanging Harness (if applicable) -Life Support Equip Training -Combat Survival Tng (CST) -Water Survival Training	Annually	ACCI 11-301	Yes No No No No
Flying Safety Training	Once per Quarter	AFI 91-202	No

Social Actions	Initial and 2 hrs re-fresher every 4 years	AFPD 36-27 AFI 36-2701	No
Supervisor Safety Training	Initial Only	AFI 91-301	No
CRM	Annually		Yes
CATEGORY III--AWARENESS PROGRAM TRAINING (NOTE: This is conducted informally through newspaper articles, pamphlets, bulletins, and CC calls.)			
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUND
Protection of the President	As Required	AFR 124-16 (AFI 71-104)	No
US/USSR Prevention of Dangerous Military Activities	Initial/Annual and Pre-deployment	JCS Memorandum of Policy Number 2 (MOP 2)	No
Standards of Conduct	As Required	DOD Directive 5500-7	No
Law of Armed Conflict	As Required	AFR 110-32 (AFI 51-401)	No

Chapter 5

SPECIALIZED TRAINING

5.1. General. This chapter identifies prerequisites and training requirements for upgrade to aircraft commander, instructor, and evaluator and other special aircrew training.

5.2. Aircraft Commander (AC):

5.2.1. General. The Pilot Upgrade Program (PUP) is a formal training course for -135 copilots upgrading to aircraft commander. The minimum flying hour requirements for aircraft commander are listed in paragraph 2.4.3. All PUPs, including in-unit PUPs, will complete ATS courseware at the formal school.

5.2.1.1. AFCAT 36-2223 details prerequisites and special requirements for the formal school PUP course. Units should forward the names of candidates to fill allocated PUP quotas to HQ AMC/DOTF no later than 45 days prior to the class start date. The CCTS syllabus lists training events for PUP training at the formal school.

5.2.1.2. In-unit PUP training should be accomplished only when formal school PUP quotas are not available. No HQ ACC/DO waiver is required to accomplish in-unit PUP training. PUP academic only (KC135ACA) quotas will be allocated by HQ ACC/DIS upon request. Flight training requirements for in-unit PUP training are listed in **Table 5.1.** Units should design in-unit PUP training programs to provide quality training tailored to the units mission in a structured program similar to CCTS.

Table 5.1. In-Unit PUP Requirements (Category II).

CODE	TRAINING EVENT	NUMBER	NOTES
A002	PUP Academic Course	1	
A052	Receiver Air Refueling Indoctrination	1	
G020	Aircraft Ground Egress Training	1	
G025	Aircraft Field Trip	1	
G130	IRC	1	
G250	Refresher Simulator	3	
M001	Sortie (includes Flight Evaluation)	8P	
N130	Receiver Rendezvous	4P	
N132	Point Parallel Rendezvous (Receiver)	2P	
N136	Receiver Rendezvous Overrun Procedures	1P	
P007	Initial Approach to Buffet and Recovery	1P	3
P011	Takeoff (Night)	2P	
P012	Takeoff (Gyro Mode)	2P	
P015	Instrument Departure	5P	
P018	Copilot Takeoff Duties	2P	
P010	Takeoff	5P	4

CODE	TRAINING EVENT	NUMBER	NOTES
P026	Takeoff Climb Procedures	7P	
P030	Max Mode Takeoff (30 Flap)	2P	
P040	Simulated Engine Failure Takeoff Continued	5P	
P071	Holding	2P	
P072	Published Penetration	2P	
P073	Enroute Descent	2P	
P080	ILS Approach- Coupled	1	
P100	Precision Approach	4P	
P101	ILS Approach	6P	
P102	ILS-Gyro	2P	
P103	PAR Approach (If available)	4P	1
P110	Nonprecision Approach	6P	
P111	VOR/TACAN Procedures	7P	
P112	VOR/TACAN/LOC Approach	7P	
P113	ASR Approach	4P	1
P130	Circling Approach	2P	
P160	Missed Approach	6P	
P170	Approach and Go Around, Simulated Engine Out	5P	
P171	Approach and Go Around, Simulated Engine Out,	2P	
P180	Approach and Landing, Simulated Engine Out	7P	
P190	Landing	20P	
P191	Landing, Full Stop, Reverse Thrust (If Applicable)	2P	
P192	Landing (Night)	4P	
P194	Landing (30 Flap)	2P	
P196	Landing, Full Stop, Night	P	
P200	Touch-and-go Landing	10P	
P240	Landing Gear Alternate/Emergency Extension	2P	4
P250	Main Flap Manual/Emergency Operation	2P	4
P260	Have Quick Radio Procedures	1P	
P360	Mission Planning/Briefing/Critique	6P	
P364	Autopilot Off Cruise	1	
P366	Checklist Procedures/Use	7P	
P367	Crew Coordination	7P	
P369	Aircraft Mission Equipment Operation	P	
P380	Spoiler Demonstration	1	
P382	Trim Demonstration	1	
P383	Simulated Jammed Stabilizer Demonstration	1	
Q001	Open Book Exam	1	
Q002	Closed Book Exam	1	
Q012	Supervision of Copilot Takeoffs, Landings and	3P	
AA01	Qualification Check	P	
R010	Receiver Air Refueling	5P	
R020	Receiver Air Refueling (Night)	2P	
R030	Receiver Air Refueling, (Heavyweight)	1P	
R040	Receiver Air Refueling, Breakaway	2P	

CODE	TRAINING EVENT	NUMBER	NOTES
R050	Receiver Air Refueling, Tanker Autopilot Off	3P	
N131	Enroute Rendezvous (Receiver)	2P	
N132	Point Parallel Rendezvous (Receiver)	2P	
N136	Receiver Rendezvous Overrun Procedures	1P	
R180	Radio Silent Visual Signals	2P	
R225	Reverse Refueling	F	2
NOTES: 1. For in-unit PUP, if ASR and PAR approaches are not readily available as determined by the Training FLT/CC, this training event must be accomplished in OFT. Annotate in the individual's training record. 2. For in-unit PUP, accomplish reverse refueling training as an instructor led ground training seminar. 3. OFT only. 4. Instructors may dual log this flight event.			

5.2.2. PUP Training. PUP training is divided into two categories:

5.2.2.1. Category I is a maximum 45-day orientation period covering aircraft commander responsibilities accomplished at the candidate's home unit prior to Category II training (either formal school or in-unit). The individual may continue to perform copilot duties on a crew. Proficiency is not required for category I training. All ground training currency events, e.g., altitude chamber, annual physical, etc., will cover the period up to Category II training completion. Category I training requires a minimum of two left-seat familiarization sorties within 45 days prior to arrival at CCTS and will consist of the training events listed in **Table 5.3.** One sortie will include a full mission profile. The other sortie need not be a full mission profile, but will include at least one hour dedicated to left-seat pattern training for the PUP candidate. PUP candidates must hand-carry copies of Category I training reports to CCTS.

Table 5.2. PUP Category I Training Events.

CODE	TRAINING EVENT	NUMBER	NOTE
P010	Takeoff	2	1
P040	Simulated Engine Failure, Takeoff Continued	3	
P170	Approach and Go-Around Simulated Engine Out	3	
P171	Approach and Go-Around Simulated Engine Out Rudder Power Off	1	
P180	Approach and Landing, Simulated Engine Out	3	
P190	Landing	6	
P191	Landing, Full Stop, Reverse Thrust (If Applicable)	1	
P194	Landing (30 Flap)	3	
P200	Touch and Go Landing	6	
P360	Mission Planning/Briefing/Critique	2	
P366	Checklist Procedures	2	
P367	Crew Coordination	2	
P369	Aircraft Mission Equipment Training	2	

CODE	TRAINING EVENT	NUMBER	NOTE
R010	Receiver Air Refueling	1	
NOTE: Instructors may dual log this flight event.			

5.2.2.2. Category II consists of the formal flight and academic training.

5.2.2.3. Declare individuals formally entered in the in-unit PUP Category II training program N-CMR and remove from continuation training. They will not perform alert duty. However, individuals remain a mission ready resource for real-world, non-exercise purposes as long as they are current. Qualification evaluations may expire while the individual is completing PUP flight training. Declare individuals MR aircraft commanders upon completion of mission qualification training.

5.2.2.4. Units should submit the in-flight evaluation completion date for individuals completing PUP in-unit to the local Military Personnel Flight (MPF) within 30 days of checkride completion. The local MPF forwards the information to AFMPC to compute active duty service commitments. Course completion information must include the course number, with PUPA class start and graduation dates.

5.3. Aircrew Instructor Program. To assure a professionally-trained instructor force, all -135 instructors must graduate from the KC-135 Central Flight Instructor Course (CFIC) or ACC FIDC (EWO/IMT). Use table 5.8 to conduct in-unit (Post CFIC) instructor pilot upgrade training Use **Table 5.9.** to conduct in-unit navigator upgrade training. Individuals who previously attended a formal major weapon system instructor school, were qualified instructors in other MWS, and meet minimum flying hour requirements of **Table 5.5.**, may upgrade to -135 instructor in unit with waiver from HQ ACC/DIS. Completion of A010, is not required. Use **Table 2.4.**, Instructor Requalification Training, to conduct in-unit instructor upgrade.

5.3.1. The instructor course is designed to teach selected crew members fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.3.2. For ground and flight training requirements, all initial instructor upgrade candidates will complete training on the principles of instruction.

5.3.3. Individuals may, with a MAJCOM waiver, upgrade in-unit if formal school slots are not available. Waivers will be reviewed on a case-by-case basis. Send waiver requests to appropriate MAJCOM with info copy to HQ AMC/DOT.

Table 5.3. IMT/SMT/EWO Instructor Upgrade Requirements.

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
A044	FIDC Preattendance Workbook	1	1	1	1
A010	Instructor Academics	1	1	1	
AA01	Qualification Evaluation	AR	AR	AR	
E051	Data Run Procedures			P	2
E052	EW Activity Period			P	4
M001	Sortie	2P	2P	2P	

CODE	TRAINING EVENT	IMT	SMT	EWO	NOTE
P240	Landing Gear Alternate/Emergency Extension			P	2,3
P310	Instructor/Evaluator Duties/ Techniques	P	P	P	
P360	Mission Planning/Briefing/Critique	P	P	P	
P366	Checklist Procedures/Use	P	P	P	
P367	Crew Coordination	P	P	P	
P369	Aircraft Mission Equipment Operation	P	P	P	
T001	Safety Practices	P	P		
P079	In-flight Trouble Analysis/Prioritization	P	P		
T019	Preflight/Postflight Procedures	P	P	P	
A017	Regulations and Directives	P	P	P	
T018	Training Documentation	P	P	P	
NOTES: 1. A044, FIDC Preattendance Workbook, is required if individual has been unqualified/removed from instructor status over 36 months. The squadron should request an instructor workbook from the ATS contractor if requalification is done in-unit. The workbook must be completed prior to the flight evaluation and returned to the contractor for grading. 2. RC-135S only (Raven 3 only for P240). 3. Instructors may dual log this flight event. 4. RC-135U/V/W only.					

5.3.4. In-flight Maintenance Technicians. Minimum of 2 flights with IMT instructor candidate acting in role of instructor. All sorties will be flown with a qualified instructor. Instructor academics will be completed prior to flight phase.

5.3.5. Instructor training for all aircrew positions. Units will provide instructor training. Training areas must include, but are not limited to the following:

- 5.3.5.1. Applicable regulations/flight manuals.
- 5.3.5.2. Emergency procedures.
- 5.3.5.3. Systems knowledge.
- 5.3.5.4. Flight Training (minimum of two flights).
- 5.3.5.5. Instructor techniques.
- 5.3.5.6. Academic instruction.

5.3.6. Academic training (A010) must be satisfactorily completed prior to any flight training being accomplished.

Table 5.4. Instructor Upgrade Flying Time Prerequisites (See Note 3).

Crew Position	Total Flying Time	Total -135 Time
Pilot (Note 1)	1500 hours (Note 2)	and 300 hours
Navigator	750 hours (Note 2)	and 150 hours
EWO	500 hours (Note 2)	and 300 hours
IMT/SMT	500 hours	300 hours (Note 4)
NOTES: 1. Requires minimum of 6 months experience as an aircraft commander. 2. Total flying time is career military flying time logged in the crew position the individual will upgrade in. Time includes "student" and "other" time but does <u>not</u> include time logged in the simulator. 3. OG/CC may waive the minimum flying hour requirements for instructor upgrade. 4. Requires minimum of 1-year experience as mission ready IMT/SMT.		

5.3.7. The Central Flight Instructor Course:

5.3.7.1. RC/OC/WC -135 crew members without a formal CFIC will complete a MAJ-COM-approved instructor upgrade training.

5.3.7.2. Units with crew members that have a formal MAJCOM CFIC should forward the names of candidates to fill allocated AETC CFIC quotas to HQ ACC/DOT (Det 10, ACC/TRSS for FIDC course) no later than 30 days prior to class start date.

5.3.7.3. Instructor candidates must arrive at CFIC/FIDC current and qualified in their unit assigned aircraft. Units will provide additional training to CFIC/FIDC candidates prior to school attendance. Training includes, but is not limited to:

5.3.7.3.1. Pilots. A minimum of three right seat flights with one full profile sortie (to include air refueling). **Table 5.6.** lists recommended events to prepare IP candidates for CFIC profiles.

Table 5.5. Pilot Pre-CFIC Training.

CODE	EVENT	NUMBER
P012	Takeoff, Gyro Mode	1
P040	Simulated Eng Failure, Takeoff Continued	2
P171	App and Go, Sim Eng Out, Rudder Pwr Off	2
P180	Landing , Simulated Engine Out	2
P193	Landing, 50 Degree Flaps	2
P194	Landing, 30 Degree Flaps	2
P074	High Penetration	1
P205	Landing Attitude Demonstration	2
P240	Landing Gear Alternate / Emergency (note 1)	1
P250	Main Flap Manual / Emergency Operation (note 1)	1
P360	Mission Planning/Student Briefing/Critique	1
P361	Preflight (Right Seat)	1

CODE	EVENT	NUMBER
P382	Trim Demonstration	1
P383	Simulated Jammed Stab Demo	2
P380	Spoiler Demonstration	1
NOTE: Instructors may dual log this flight event.		

5.3.7.3.2. Navigators. A minimum of two flights with IN candidate acting in the role of instructor on both flights. **Table 5.6.** lists recommended events to prepare IN candidates for CFIC profiles.

Table 5.6. Navigator Pre-CFIC Training.

CODE	EVENT	NUMBER
N132	Pt Parallel Rendezvous (Receiver)	1
N060	Mission Nav Leg	1
N070	Degraded Systems Nav Leg	1
N100	INS Airborne Alignment	2
N103	INS Degraded Operations	1
N120	ARDA	2
N131	Enroute RZ (Receiver)	1
N176	INS Manual Position Update	1
N080	Grid Entry /Exit Exercise	1
N180	Target Timing Wind	1
N005	Mag Course Departure	F
P240	Landing Gear Alternate/Emergency (note 1)	2
P250	Main Flap Manual/Emergency Operation (note 1)	2
P360	Mission Planning / Briefing/Critique	2
P361	Preflight	1
NOTE: Instructors may dual log this flight event.		

5.3.7.4. Each instructor candidate is responsible for bringing necessary personal flying equipment, required regulations, and completed pre-attendance materials. Copies of pre-attendance training reports, medical records, individual data summary, flight history, and any required waivers should be hand-carried to CFIC inprocessing. The flight evaluation folder is not required.

5.3.7.5. The instructor candidate's squadron will ensure the pre-attendance workbook and flights are completed prior to the candidate departing for CFIC. The SQ/CC will sign the pre-attendance workbook certifying completion of the prerequisites. Failure to complete the pre-attendance workbook or flights without a waiver will result in the candidate being returned to home unit before training begins.

5.3.7.6. Ensure candidates have the following publications for use at AETC CFIC/ACC FIDC:

AFI 11-202V1.....All
 AFI 11-401.....All
 AFI 11-402.....All
 AFI 11-218.....Pilot
 AFI 11-206.....All

AFMAN 11-217.....	Pilot
AFPAM 11-216.....	Nav
AFI 11-2RC-135V1.....	All
MCR 55-135 (under revision)	
Volumes 1-9, 17, 19, 21 and 25.....	All
Volume 11.....	Nav
AFI 11-301.....	All
AFI 11-408 w/appropriate MAJCOM supps.....	All
AMCAM 11-4	
Volume 1.....	Pilot
Volume 2.....	Nav
ACCI 36-2250.....	All

5.3.7.7. CFIC Training Requirements:

5.3.7.7.1. The CFIC syllabus lists CFIC training requirements.

5.3.7.7.2. The ATS contractor administers pre- and post-academic tests to each candidate.

5.3.7.7.3. Multiple simulated emergencies are accomplished during CFIC flight training. The intent of these maneuvers is to broaden a candidate's experience base and will only be accomplished at CFIC.

5.3.7.7.4. Each pilot/navigator will receive an in-flight progress check on the fourth or fifth flight. Specific maneuvers are not required; however, representative activities from each area of flight will be evaluated. This check will concentrate on instructor abilities.

5.3.7.7.5. CFIC candidates demonstrating unsatisfactory progress will be removed from training and returned to home station (See paragraph 2.10.).

5.3.7.8. CFIC Documentation:

5.3.7.8.1. The close-out CFIC AF Form 46 will contain remarks by the 97 TRS/CC recommending the candidate for an instructor evaluation, removal from instructor considerations, or reconsideration for instructor training at a later date. The close-out report will include results of academic tests and the in-flight progress check. The course, class numbers, class start, and graduation dates for completed courses will be annotated on the close-out report.

5.3.7.8.2. When an instructor candidate has successfully completed CFIC and a copy of the AF Form 8 has been received by the 97 TRS, a CFIC certificate of completion will be sent to the individual's squadron with an information copy to the supporting Military Personnel Flight (MPF). MPF will update the individual's records and update active duty service commitment dates, if applicable.

5.3.7.8.3. Successful completion of an initial instructor check and certification by the SQ/CC are the closing actions of CFIC. Failure to accomplish this final step for any reason requires appropriate action in accordance with AFI 11-402.

Table 5.7. Instructor Pilot Upgrade Training (Post CFIC).

CODE	TRAINING EVENT	LEVEL
AA01	Qualification Check	1
P007	Approach to Initial Buffet and Recovery (OFT)	P
P010	Takeoff	P
P015	Instrument Departure	P
P040	Simulated Engine Failure, Takeoff Continued	P
P048	3 Engine Rev Thrust Landing (If Applicable)	P
P100	Precision Approach	P
P110	Non-Precision Approach	P
P140	VFR Approach	P
P170	Approach and Go-Around (Simulated Engine Out)	P
P171	Approach and Go-Around (SimEng Out, Rud Pwr Off)	P
P180	Approach and Landing (Simulated Engine Out)	P
P190	Landing	P
P191	Landing, Full Stop, Reverse Thrust (If Applicable)	P
P195	Landing, Simulated Engine Out, 4 Engine Take-off	P
P200	Touch and Go Landing	P
P310	Instructor/Evaluator Duties/ Technique	P
P360	Mission Planning/Briefing/ Critique	P
P366	Checklist Procedures	P
P367	Crew Coordination	P
P369	Aircraft Mission Equipment Training	P
R010	Receiver Air Refueling	P
R020	Receiver Air Refueling (Night)	P
R040	Receiver Air Refueling Breakaway	P
R050	Receiver Air Refueling Tanker Autopilot Off	P
R013	Receiver Air Refueling Overrun	P
R030	Receiver Air Refueling (Heavy Weight)	P
R220	Manual Boom Latching	P
R221	Receiver Air Refueling Tanker Autopilot Off	P

Table 5.8. Navigator Post-CFIC Training.

CODE	EVENT	NUMBER
M001	Sortie	2P

CODE	EVENT	NUMBER
N132	Pt Parallel Rendezvous RCVR	1
N060	Mission Nav Leg	1P
N070	Degraded Equipment Nav Leg	1P
N100	INS Airborne Alignment	2P
N103	INS Degraded Operations	P
N120	ARDA	1P
N131	Enroute RZ	1
Q008	Instructor Evaluation	P
N080	Grid Entry /Exit (note 2)	1P
N180	Target Timing Wind	1
P240	Landing Gear Alternate/Emergency (note 1)	2
P250	Main Flap Manual/Emergency Operation	2
P360	Mission Planning / Brief/Critique	2P
P361	Preflight	1
NOTES: 1. Instructors may dual log this flight event. 2. If Applicable.		

5.4. Flight Examiner Qualifications. The -135 has no formal flight examiner upgrade program. Crew members authorized to evaluate aircrews are qualified in accordance with AFI 11-202V2 and AFI 11-2RC-135V2. All flight examiners/evaluators except the OG/CC must be fully qualified instructors.

5.5. Special Qualifications. Document all special qualification in the individual's FEF IAW AFI 11-202V2.

5.5.1. Receiver Air Refueling:

5.5.1.1. Training required to qualify aircraft commanders and navigators in receiver rendezvous and air refueling procedures specified in air refueling TOs.

5.5.1.2. The training program consists of practice air refueling including rendezvous closure and contacts. Instructor will demonstrate all limits. Student must be able to establish contact under simulated conditions or radio silence, manual boom latching, pilot director lights out, and tanker autopilot off. Student must be declared safe in day activity by an instructor prior to advancing to night activity. The first night air refueling mission should include training during twilight and extend into hours of darkness. During the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 5 minutes without an inadvertent disconnect.

5.5.2. Aircraft Commander Supervision of Copilot Touch-and-go Landings, and Receiver Air Refueling:

5.5.2.1. Training Program:

5.5.2.1.1. In-flight certification of two touch-and-go landings performed by the AC and one performed by the instructor demonstrating proper touch-and-go procedures as the pilot flying and not flying (not required if performed during formal school in-flight evaluations).

5.5.2.1.1.1. The AC will fly with either the unit commander, operations officer, a training flight instructor pilot, or an evaluator pilot, who will then write a TAPR describing the level of performance and recommending certification or continued training as appropriate for the events(s).

5.5.2.1.1.2. Touch-and-go training may be accomplished concurrently with an in-unit upgrade program.

5.5.2.1.2. SQ/CC directed ground and in-flight certification training in the event(s) concerned.

5.5.2.1.3. SQ/CC's certification, qualifying the AC to supervise the event(s). Document certification(s) in AFORMS using event Q012.

5.6. Tactical Coordinator (TC):

5.6.1. Candidates for TC upgrade will be designated by the squadron. Training will consist of both academic and flight phases. TC upgrade training will be conducted by the unit Training Flight. The training time will be 120 days, as established by **Table 1.1.** of this instruction. **Table 5.9.** directs the events required for upgrade.

Table 5.9. Tactical Coordinator Upgrade.

CODE	TRAINING EVENT	LEVEL	NOTE
AA01	Qualification Evaluation	1	
A015	TC Academics	1	
E051	Data Run Procedures	P	1
E052	EW Activity Procedures	P	2
P360	Mission Planning/Briefing/Critique	P	
P366	Checklist Procedures/Use	P	
P367	Crew Coordination	P	
P369	Equipment Operation	P	
Q001	Open Book Exam	1	
Q002	Closed Book Exam	1	
NOTES: 1. RC-135 S only. 2. RC-135 U only.			

5.7. EMCON Options 3 and 4:

5.7.1. SQ/CC certification is required to accomplish EMCON 3 or 4 procedures during formation, rendezvous, and air refueling on both operational and training sorties. All members of the crew must be certified or in training under the supervision of a like specialty instructor. Thorough coordination with the tanker aircrew is required for units to practice EMCON 3 or 4 on non-operational training missions. Coordination should be accomplished during mission planning, and in no case will crews launch under EMCON 3 or 4 without prior coordination with the tanker crew. Document certification on AFORMS using events Q060 and 070. Training requirements will be determined by the SQ/CC based on the crew member's experience and the unit's mission.

Chapter 6

-135 AIRCREW TRAINING SYSTEMS USER'S GUIDE

6.1. General. This chapter establishes the concept of contractor training, identifies responsibilities, and provides guidelines to be used in conducting and managing effective qualification and recurring 135 academic and ATD training programs.

6.2. General Information. The Aircrew Training System (ATS) is a civilian contractor-provided service. The ATS contractor provides academic and training device instruction at the formal school and at each ATS site. Air Force instructors and evaluators conduct flight training and administer all evaluations. The ATS contractor guarantees students trained to meet government standards.

6.2.1. The guidance in this chapter is extracted from the ATS contract, quality assurance directives, and contractor provided courseware procedures.

6.3. Lesson Objectives. The contractor-developed lesson objectives are based upon requirements outlined in this instruction. Changes can be made through the aircrew critique program run by the contractor or by contacting Det 3, 29 TSS/TSB or HQ AETC/DOU.

6.4. Government and Contractor Interface:

6.4.1. Aircrew Training. The ATS contractor will provide 135 crew members with ground-based training required to meet objectives for initial qualification, requalification, upgrade, senior staff, difference and continuation training.

6.4.2. Unsatisfactory Trainee Progress:

6.4.2.1. The ATS contractor will provide feedback to the unit operations officer for trainees displaying substandard performance, lack of preparation or participation, or poor attitude during any ATS contractor-conducted training.

6.4.2.2. If, at any time during a trainee's ATS ground instruction, progress is considered unsatisfactory, the ATS contractor will notify the responsible unit training manager. Upon receiving documentation and recommendations from the ATS contractor, the responsible unit will review the trainee's record and determine whether to continue, modify, or terminate training.

6.4.3. Aircrew Evaluation:

6.4.3.1. General. The decision of the Air Force evaluator as to the ability of a crew member to meet qualification levels as set forth in AFI 11-202V2 and AFI 11-2RC-135V2 shall be final and will not be subject to question by the contractor.

6.4.3.2. Initial Qualification Evaluations. In the event of an unqualified rating (ATD or in-flight), the contractor is responsible for all retraining (ground based) in those phases/subphases determined to be under the direct control of the contractor. A joint contractor/Air Force review board will review the crew member's performance and determine those phases of the ground-based courses which require additional training to meet qualification levels.

6.4.3.3. Recurring Evaluations. In the event of an evaluation failure (in-flight or ATD), the appropriate ATD should be used to the maximum extent possible for retraining and rechecks. In

all cases, the unit must coordinate with the ATS contractor for ATD/instructor availability. In some cases, it may be necessary to cancel or reschedule training to accomplish the desired corrective actions.

6.4.4. Responsibilities:

6.4.4.1. ATS Contractor:

6.4.4.1.1. Each ATS site will provide academic/ATD training for 135 aircrew initial qualification, requalification, upgrade, senior staff, difference and continuation training programs to meet course objectives.

6.4.4.2. HQ AMC/DOT:

6.4.4.2.1. Provide overall management authority for KC-135 contract training.

6.4.4.2.2. Serve as OPR for MCI 10-202V6.

6.4.4.2.3. Ensure that contractor provided academic/ATD training complies with the policies, guidelines, and directives established by HQ AMC and the current training contract.

6.4.4.2.4. Ensure KC-135 contractor aircrew training performance objectives are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.4.4.2.5. Review all recommended initiatives for the KC-135 training contract. This includes recommendations for changes submitted by the contractors or other Air Force agencies.

6.4.4.2.6. Convene/chair KC-135 Command Curriculum Review Workshop to periodically review the entire program for currency, applicability, and effectiveness. Publish minutes of the meeting and assign taskings to appropriate agencies and monitor suspense's.

6.4.4.3. HQ ACC/DO, HQ AETC/DOA:

6.4.4.3.1. Monitor all actions associated with the 135 training program through close coordination with their associated 135 units; Det 3, 29 TSS/TSB; Det 10, ACC TRSS; HQ AETC/DOA; and HQ AMC/DOT. Provide constructive reports/inputs concerning the training program as required.

6.4.4.3.2. Provide assistance/support to HQ ACC/DO (Program Manager) and other appropriate agencies, as required, to support the overall RC/OC/WC-135 training program.

6.4.4.4. HQ ACC/DO and ACC TRSS:

6.4.4.4.1. Ensure instruction is of the highest quality through the review of crew member critiques, evaluator feedback, CCTS feedback, and their own evaluations.

6.4.4.4.2. Review/Evaluate the task analysis, objective hierarchy, and contractor courses/training materials for accuracy, currency, and effectiveness.

6.4.4.4.3. Develop and coordinate Air Force training requirements with the contractor to ensure effective utilization of all contractor-provided academic and ATD training.

6.4.4.4.4. In their capacity as RC/OC/WC-135 curriculum development experts, they will develop and/or oversee development of Air Force administered training (i.e., training courses,

syllabi etc.) as well as act as contract training liaison/Quality Assurance Representatives (QARs).

6.4.4.5. Det 3, 29 TSS/TSB:

6.4.4.5.1. Det 3 will conduct an annual SIMCERT on all ATDs. The SIMCERT is run on a two cycle system and includes inventory inspection and quality assurance issues inspection for the contract.

6.4.4.5.2. Monitoring training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor when required.

6.4.4.6. POs and QARs:

6.4.4.6.1. Air Force appointed ATS Project Officers (POs) and Quality Assurance Representatives (QARs) are primary focal points and liaisons between the Air Force and the contractors at each ATS site. POs and QARs are the only Air Force personnel empowered to evaluate contractor compliance with the ATS contract. These individuals are the only unit-level office that can direct the contractor to perform or stop work.

6.4.4.7. Wing/Group:

6.4.4.7.1. Provide constructive reports and inputs concerning the RC/OC/WC-135 training programs as specified in **Chapter 1** of this publication.

6.4.4.7.2. Provide assistance and support with subject matter expertise (SME) when requested by HQ ACC/DISR; Det 10, ACC TRSS; Det 3, 29 TSS/TSB; and/or HQ AETC/DOU.

6.4.4.7.3. Review AFCAT 36-2223 and adhere to guidance and procedures concerning requesting, allocating, sub allocating and confirming attendance at scheduled formal training courses. Close coordination with the formal school quota manager, HQ AMC/DOTF, is imperative to ensure effective utilization of training slots and contractor resources.

6.5. Aircrew Training System Courses:

6.5.1. Formal School Courses. Table 6.1 lists the courses offered by the KC-135 schoolhouse.

Table 6.1. ATS Formal School Courses.

COURSE ID	COURSE TITLE	COURSE LENGTH		NOTES
		Weeks	Days	
KC135PIQ	Pilot Initial Qualification	15	2	
KC135PIQA	Pilot Initial Qualification Academics	7		
KC135AC	Pilot Upgrade Program	11	3	
KC135ACA	Pilot Upgrade Program Academics	3	2	
KC135PAQ	Pilot Previous Aircraft Qualification	13		2,3
KC135PAQA	Pilot Previous Aircraft Qualification Academics	4	2	2
KC135IAC	Pilot Instructor Course (PCFIC)	5	2	

COURSE ID	COURSE TITLE	COURSE LENGTH		NOTES
KC135IACS	Pilot Instructor Short Course (PCFICS)	2		4
KC135PFTC	Pilot Faculty Training Course	4		
KC135NIQ	Navigator Initial Qualification	13	3	
KC135NIQA	Navigator Initial Qualification Academics	5	2	
KC135NRQ	Navigator Requalification	7	2	3
KC135NRQA	Navigator Requalification Academics	2		
KC135NIC	Navigator Instructor Course (NCFIC)	3	3	
KC135NICS	Navigator Instructor Short Course (NCFICS)	2		4
KC135NFTC	Navigator Faculty Training Course	4		
KC135SSC	Senior Staff Course	4	2	5
KC135SSFC	Senior Staff Flying Course	2		5
NOTES: 1. Course lengths are approximated for planning purposes. Actual course lengths are listed in AFCAT 36-2223. 2. Previous Aircraft Qualification includes pilots previously qualified in both the KC-135 (requals) and other USAF aircraft. 3. These courses have a proficiency advancement option which allows for accelerated completion of the flying portion of the training. 4. Instructor upgrade course for highly experienced ARC crew members only. See chapter 5 for prerequisites. 5. Pilot/Navigator courses for senior officers (O-6 selectees and above) who will fly under instructor supervision.				

6.5.1.1. **ATS Formal Course Prerequisites.** Each ATS course is designed and based on certain prerequisites being met by the trainee prior to course entry. In order for the ATS contractor to guarantee a trainee is trained to meet government standards and will satisfactorily complete flight training and evaluations, all prerequisites must be complied with unless waived by the appropriate agency in accordance with the guidance in **Chapter 1**.

6.5.2. Recurring Academic/ATD Training:

6.5.2.1. General. Recurring academic/ATD training is designed to ensure that prescribed subject material is presented in a realistic manner on a programmed basis. Instruction will be provided by instructors trained and employed by the ATS contractor and through course materials developed by the training contractor.

6.5.2.2. Objective. Ensure all aircrews maintain the proficiency required to safely operate the aircraft and effectively perform the assigned mission. Crew members will utilize the training devices to enhance the training areas that the ATDs are particularly well suited to accomplish (e.g., wind-shear/microburst training, low visibility approaches, systems knowledge, emergency/abnormal procedures, degraded navigation systems, etc.).

6.5.2.3. Responsibilities:

6.5.2.3.1. The ATS contractor will:

6.5.2.3.1.1. Ensure the OFT/CTD/CT along with other devices and training aids enhance flight training programs. Scheduled lessons and mission overviews will be conducted by the instructor prior to each training device lesson. All necessary data to complete the training device mission or assigned task will be provided during the pre-mission period.

6.5.2.3.1.2. The ATS contractor will ensure their instructors:

6.5.2.3.1.2.1. Provide an environment for the simulator training that is as realistic as possible. Attention will be directed to crew coordination throughout all phases of flight. Crews will utilize equipment in the trainer the same as in flight. This shall include communications, personal, and emergency equipment. Correct communications phraseology, techniques, checklist usage/regimentation, and instrument/flight/air refueling procedures will be stressed at all times. Realistic aircraft systems and navigation aid failures/malfunctions will be included in a logical and timely manner.

6.5.2.3.1.2.2. Conduct a post lesson critique to reinforce the desired learning outcomes.

6.5.2.3.1.2.3. Provide comments on the recurring training documentation. The intent of these comments is to provide meaningful feedback to the appropriate levels of supervision (Air Force and contractor) on the student's continuation training. In those rare cases where the student requires more training than the time available, exhibits less than required preparation, or displays an attitude problem, the instructor must provide immediate documentation/feedback to the student's unit through appropriate channels.

6.5.2.3.1.2.4. Provide all students with a training critique.

6.5.2.3.2. Det 3, 29 TSS/TSB, will:

6.5.2.3.2.1. Review all continuation training courses and mission scenarios. Changes should be made as necessary whenever aircraft systems, operating procedures, or mission/command training requirements are modified/changed.

6.5.2.4. OFT Profile Overview:

6.5.2.4.1. Self-Study. The crew member is responsible for adequate preparation prior to reporting for each training device mission. This includes a review of the mission profile(s), pre-course study material, all associated normal, abnormal, and emergency procedures, and applicable aircraft systems. Each pilot must review the applicable portions of the flight publications and provide answers to review exercises located in the OFT profile.

6.5.2.4.2. Pre-mission. The instructor will conduct a pre-mission briefing before each OFT that covers the following: mission overview, academic session and systems video tapes, aircraft loading, performance data, route of flight, communications, takeoff weather, simulator discrepancies, and OFT emergency egress. The instructor will brief the crew member(s) on mission objectives, specific training items to be accomplished, scheduled systems/performance training, CRM, and any additional area of emphasis. The briefing should include data and information necessary to complete the mission, special procedures, and aircraft systems. The information presented in the briefing should correlate to the tasks to be reinforced in the

training device. It should include any changes or adjustments to prepositioned data and a review of the overall mission and coordination of individual crew members responsibilities.

6.5.2.4.3. Mission. Fly the sortie in accordance with the applicable profile. It is imperative that the pilot team cope with emergencies while continuing to fly the aircraft. Freeze the OFT only when necessary to complete training objectives.

6.5.2.4.4. Post-mission. The instructor will critique the crew's performance in all phases of the mission. Complete applicable post-mission documentation to include AFTO 781 and AFORMS products. Requests or recommendations for additional training will be forwarded to the unit training manager for action. Additional training times must be coordinated with the unit training manager and the ATS contractor. Additional training will be accomplished as soon as possible, schedule permitting, but not later than the next scheduled simulator session. Individuals will not be considered refresher complete with the refresher simulator requirement until all additional training is completed.

6.5.2.5. Aircrew Systems Refresher Course (G220 Series). The contractor will implement and maintain an aircraft systems refresher program (Air Force-approved) to supplement the simulator training course as specified by training event G220. Squadrons are encouraged to expand on this training. Units who do not have access to simulator training will complete the G220 series annually as specified in **Chapter 4**.

6.5.3. KC-135 ATS Syllabi:

6.5.3.1. The KC-135 ATS syllabi describe the KC-135 training program conducted at the formal school and the ATS sites. The syllabi supplement applicable DOD, HQ USAF, AMC, AETC, and 19 AF directives pertaining to the content and administration of aircrew flying training courses. The syllabi act as blueprints for the various KC-135 ATS courses and programs and provide units a description of the training crew members receive from the contractor.

6.5.3.2. The ATS contractor produces the syllabi and is responsible for curriculum development as described in the KC-135 ATS Statement of Work (SOW) and System Specification (SPEC). The contractor will review the syllabi annually and update as required.

6.6. Scheduling:

6.6.1. Annual throughput for specific ATS courses is established in the ATS contract. The programmed flying training (PFT) document reflects the planned annual formal school throughput based on Air Force requirements, formal school and ATD capacities, and contract authorizations.

6.6.2. Cancellation of ATS formal school course quotas. According to AFCAT 36-2223, HQ AMC/DOTF must be notified 45 days prior to class start date if a quota cancellation or no-fill is pending. All formal school quota cancellations must be made no later than 30 days prior to class start date to enable the quota to be reallocated.

6.6.3. Local procedures will be developed at each MOB for scheduling ATS courses. The unit training manager is responsible for procedures that minimizes schedule changes and maximize training in the available time. The ATS contractor should be kept apprised of scheduling changes and special training requirements.

6.7. Administration. Units requesting ATS courseware or syllabi should submit their requests to either 3, 29 TSS/TSB, for continuation training courses or HQ AETC/DOU for formal school courses.

6.8. Courseware Changes. Submit courseware changes via the course critique system or by contacting Det 3, 29 TSS/TSB, Det 10, ACC TRSS for recurring courseware or HQ AETC/DOU for formal school courseware.

JOHN P. JUMPER, Lt General, USAF
DCS/Air and Space Operations

Attachment 1

GLOSSARY OF ABBREVIATIONS, ACRONYMS, AND TERMS

Abbreviations and Acronyms

A—Annual

AC—Aircraft Commander

ACC—Air Combat Command

ACDTQT—Aircrew Chemical Defense Task Qualification Training

AFSA—Air Force Flight Standards Agency

AFH—Air Force Handbook

AFI—Air Force Instruction

AFJH—Air Force Joint Handbook

AFM—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AIFC—Advanced Instrument Flight Center

AOR—Area of Responsibility

APU—Auxiliary Power Unit

AQP—Airport Qualification Program

AR—As Required

A/R—Air Refueling

ARDA—Airborne Radar Directed Approach

ATD—Aircrew Training Device

ATOC—Air Terminal Operations Center

ATS—Aircrew Training System

ATSO—Ability to Survive and Operate

BAI—Back-up Aircraft Inventory

BMC—Basic Mission Capable

BAQ—Basic Qualified

C—Cyclical (17 Month Qualification Evaluation Cycle)

C*—Cyclical (18 Months)

CAF—Combat Air Forces

CBT—Computer Based Training

CBWD—Chemical-Biological Warfare Defense

CC—Command and Control Procedures

CCRW—Command Curriculum Review Workshop

CCTS—Combat Crew Training School

CFIC—Central Flight Instructor Course

CMR—Combat Mission Ready

COMSEC—Communications Security

CONUS—Continental United States

C—Copilot

CRM—Crew Resource Management

CSD—Course Summary Document

CST—Combat Survival Training

CTA—Chemical Threat Area

CTD—Celestial Training Device

CUR—Currency

DNIA—Duties Not Including Alert

DNIF—Duty Not Including Flying

DOC—Designed Operational Capability

DQT—Difference Qualification Training

EAM—Emergency Action Message

ECM—Electronic Countermeasures

EMCON—Emission Control

EN—Evaluator Navigator

EP—Evaluator Pilot

ERCC—Engine Running Crew Change

ERD—Evaluation Reference Date

ESD—Evaluator Standards Document

EWO—Electronic Warfare Officer

F—Familiarization

FC—Basic Qualified Copilot

FEF—Flight Evaluation Folder

FIDC—Flight Instructor Development Course

FN—Basic Qualified Navigator

FP—Basic Qualified AC
FTU—Formal Training Unit
HOSM—Host Operations Systems Management
HQ—Headquarters
HVAA—High Value Airborne Asset
IAW—In Accordance With
ICAO—International Civil Aviation Organization
IFF/SIF—Identification Friend or Foe/Selected Identification Features
ILS—Instrument Landing System
IMT—In-flight Maintenance Technician
IMTI—In-flight Maintenance Technician Instructor
IN—Instructor Navigator or Intelligence Officer/Branch
INUP—Instructor Navigator Upgrade Training
IP—Instructor Pilot
IPUP—Instructor Pilot Upgrade Training
IQT—Initial Qualification Training
IR—Infrared
IRC—Instrument Refresher Course
ISD—Instructional Systems Development
ISOPREP—Isolated Personnel Report
ISS—Instrument Simulator Sortie
LMA—Lowest Measurable Aptitude
LOP—Line of Position
LSE—Life Support Equipment
MAJCOM—Major Command
MC—Mission Copilot
MCI—Multi-Command Instruction
MDS—Mission Design Series (i.e., RC-135S, EC-135C, OC-135, etc.)
MEP—Maintenance Event Period
MN—Mission Navigator
MOB—Main Operating Base
MOST—Mission-Oriented Simulator Training

MP—Mission Pilot (NA copilots or first pilots)

MQF—Master Question File

MTT—Mobil Training Team

MQT—Mission Qualification Training

MWS—Major Weapon System

NAF—Numbered Air Force

N-BMC—Non Basic Mission Capable

NC—Non Current

N-CMR—Non-Combat Mission Ready

NUP—Navigator Upgrade Program

OCONUS—Outside the 48 conterminous states of the US.

OFT—Operational Flight Trainer

OG—Operations Group

OG/CC—Operations Group Commander

OMAR—Operational Mission Accomplishment Report, AF Form 3526

ONP—Overwater Navigation Procedures

OPORD—Operations Order

OPR—Office of Primary Responsibility

OPT—Optional

P—Proficient

PAA—Primary Assigned Aircraft

PAI—Primary Aircraft Inventory

PAR—Precision Approach Radar

PDO—Publications Distribution Office

PFT—Programmed Flying Training

PTT—Part Task Trainer

PUP—Pilot Upgrade Program

RAP—Ready Aircrew Program

RPI—Rated Position Index

RQT—Requalification Training

SATCOM—Satellite Communications

SEFE—Standardization/Evaluation Flight Examiner

SIOP—Single Integrated Operations Plan
SMT—Sensor Maintenance Technician
SOSM—Squadron Operations System Management
SORTS—Status of Resources and Training System
SS—Single-ship
STAN/EVAL—Standardization and Evaluation
TC—Tactical Coordinator
TDY—Temporary Duty
TERPS—Terminal Instrument Procedures
TG—Training Guide
TMS—Training Management System
T/O—Take-off
TOG—Time On Ground
TRP—Training Review Panel
TTF—Tanker Task Force
UC—Unqualified Copilot
UGT—Upgrade Training
UMD—Unit Manning Document
UN—Unqualified Navigator
UP—Unqualified AC
UQ—Unqualified
VFR—Visual Flight Rules
WG—Wing
WST—Water Survival Training

Terms

Academic Training—A course of instruction including, but not limited to, classroom instruction or programmed study related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures and abnormal and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator/flight training. Part-task training utilizing ATDs may be included in academic training modules.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft Systems Refresher—Aircraft and crew position unique systems refresher courses.

Aircrew Training Device—Includes operational flight trainer (OFT), celestial training device (CTD),

table top navigation and rendezvous trainer) and other flight simulators or part-task trainers

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crew members. Civilian contractors conduct most formal academic and ATD training: Air Force conducts all flight training.

Air Refueling (A/R) Mission—Flight that involves A/R procedures as receiver.

Annual—Training required every 12 months. Events due and completed ensure currency through the end of the currency reference month of the following year. **EXCEPTION:** Annual is defined as once each calendar year for SIOP training.

Basic Qualified (BAQ)—Aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but is not mission qualified in an assigned aircraft.

Biennial—Training required every 24 months. Event will be accomplished during the six month eligibility period preceding the currency reference month. Events due and completed ensure currency through the end of the currency reference month of the second year.

Cockpit/Crew Resource Management (CRM) Training—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

COMSEC Aid—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training—Ground, flight, and ATD training events designed to maintain proficiency and improve crew member capabilities.

Copilot (C)—Pilot qualified to perform duties in the right seat only.

Critical Phases of Flight—Take-off, air refueling, approach to landing, landing, a CCTS/CFIC only maneuver, or any flight maneuver stipulated in MCR 55-135 series instructions specifically requiring immediate access to controls. Approaches to planned missed approaches and air refueling rendezvous are not considered critical phases of flight.

Currency Event—Flying and ground continuation training events in tables 4.1, 4.2, 4.3, and 4.8 with prescribed maximum interval-between-accomplishment shown in the "FREQ" column.

Cycle—17 month cycle based on in-flight evaluation completion date. IRC, open and closed book testing, and in-flight evaluations are required 17 months after previous in-flight evaluation. Phase period to complete training, testing, and evaluation is the six months preceding qualification evaluation expiration date. See AFI 11-408 and appropriate MAJCOM supplement.

Cycle*—18 month cycle.

Difference Qualification Training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft, or an aircrew member in an aircraft that is a different series other

than the one in which currently qualified. Training is conducted IAW approved syllabi.

Event or Task—A training item to be accomplished. Several events/tasks constitute a training profile.

Electronic Warfare Officer (EWO)—An individual qualified to perform EWO duties.

Familiarization Item—An item completed by demonstration, observation, or in-seat experience. Proficiency is not required.

Flight Examiner/Evaluator—A crew member designated to administer evaluations.

In-flight Maintenance Technician (IMT)—The generic term for OC-135 Sensor Maintenance Technician, RC-135S ELINT and Photo Technician, and RC-135U/V/W In-flight Maintenance Technician positions. IMT requirements apply to all IMT positions unless otherwise indicated.

Initial Qualification Training—Prepares aircrew members to perform non-tactical duties in the aircraft. Training is conducted IAW approved syllabi. Graduates of IQT are awarded BAQ status after successful completion of appropriate 11-408 evaluation.

Instructor—Crew member trained, qualified, and certified by the squadron commander as an instructor to perform both ground and in-flight training.

Instructor Candidate—An aircrew member undergoing upgrade training to instructor.

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor pilot must occupy one of the seats/stations, with immediate access to the controls.

Instrument Simulator Sortie—Simulator training focusing primarily on instrument and checklist procedures.

Minimum Requirements—The minimum level to which a crew member can be trained to maintain CMR/BMC status.

Mission-oriented simulator training (MOST)—Part of a training that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Qualification Training (MQT)—Training required to qualify an individual in the designated mission of the unit. Units may conduct MQT concurrently with IQT, DQT, RQT, and upgrade training. See chapter 3 for mission qualification training requirements.

Navigator (N/N1/N2)—Crew member fully qualified in navigator duties.

Night—Defined as after official sunset until before official sunrise (AFI 11-401).

Non-Combat Mission Ready (N-CMR)—Individual who is unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission(s).

Operational Mission Accomplishment Report (OMAR)—The AF Form 3526 for recording continuation and additional training per AFI 11-401, paragraph 3.13.6; and ACCR 60-1, attachment 3.

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo door operation or receiver air refueling.

Predeployment Simulator—Training in an ATD to familiarize crew members with the mission profiles and other aspects of the missions they will encounter while deployed outside of the CONUS.

Proficient—Capable of meeting the 3.0 training standard for a particular event.

Quarterly—3-month periods defined as: 1 Oct to 31 Dec (first quarter of the fiscal year), 1 Jan to 31 Mar, 1 Apr to 30 Jun, and 1 Jul to 30 Sep.

RAP Sortie—A sortie (Operational or Training) that contains tasks and/or events applicable to the specific mission of the unit or aircraft. Squadron commanders will submit RAP training profiles for training sorties to the OG/CC for approval. Update RAP training profiles annually. Send a courtesy copy to HQ ACC/DISR.

Raven—An EWO crew member qualified to operate specialized electronic warfare equipment onboard the RC-135 aircraft.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

Requalification Training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See chapter 2 for requalification training requirements.

Sensor Maintenance Technician—An in-flight maintenance technician qualified to perform sensor maintenance on the OC-135 aircraft.

Simulated Engine Failure Take-off Continued (EFTOC)—Practice procedure simulating engine failure after a take-off or touch-and-go. Follow aircraft specific procedures in MCR 55-135 series instructions and aircraft tech orders.

Supervised Training Status—Crew member will fly under instructor supervision as designated by the squadron commander or evaluator.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Triennial—Training required every 36 months. Event will be accomplished during the six month eligibility period preceding the currency reference month. Events due and completed ensure currency through the end of the currency reference month of the third year. To facilitate block training schedules, squadrons may establish a currency reference month other than the month initial training was accomplished. Individual will not exceed 42 months between events.

Attachment 2**TRAINING EVENT DESCRIPTIONS**

A2.1. Event Descriptions. Listed by function. Copilots will log applicable events when performing copilot duties.

A2.1.1. "A" Events:

A2.1.1.1. A001--Initial Qualification Academic Course. Credit will not be awarded until all course requirements are satisfied. This course will be provided IAW the CCTS or In-Unit Training Syllabus as applicable.

A2.1.1.2. A002--PUP Academic Course.

A2.1.1.3. A004--Senior Staff Course.

A2.1.1.4. A010--Instructor Academics. Accomplished IAW the CFIC/FIDC or In-Unit Training Syllabus as applicable.

A2.1.1.5. A015--TC Academics. Academic course for upgrading EWOs to Tactical Coordinator on RC-135S/U.

A2.1.1.6. A017--Regulation and Directive Knowledge. For front end and mission crew members, a knowledge of these minimum regulations should be covered: AFIs 11-206, 11-215, 11-401, 11-408, and appropriate MAJCOM supplements, AFMAN 11-217, AFI 11-2RC135V1, MCR 55-135, and wing manuals and operating procedures, as applicable. Includes instruction on what publications and directives apply to which crew position and the particular application of each. The proper care and use of publications and directives will be addressed.

A2.1.1.7. A020--IDM Academics. The following topics will be included: HARM capabilities and limitations, HARM Targeting System capabilities and limitations, UHF 9 radio set-up, IDM equipment set-up, and F-16 CJ/RJ IDM Conops.

A2.1.1.8. A027--Initial Recon/Ops Study (RC-135).

A2.1.1.9. A029--Difference Course. Designed to qualify crew members in a different mission/series aircraft. Administered when a specific course series course is not designated.

A2.1.1.10. A034--Requalification Course. Used as an abbreviated academic course during requalification for aircrew members.

A2.1.1.11. A035--Initial Qualification Course. Course designed for aircrew members engaged in training needed to qualify for aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

A2.1.1.12. A037--EWO Performance Training. Thorough review of EWO performance data computations.

A2.1.1.13. A044--CFIC/FIDC Preattendance Workbook. A workbook exercise designed for crew members beginning instructor upgrade training to be completed prior to attending MAJCOM or in-unit academic instructor course A010.

A2.1.1.14. A052--Receiver Air Refueling Indoctrination. Familiarization training consisting of air refueling missions in the air refueling part task trainer or OFT.

A2.1.1.15. A053--Receiver Air Refueling Training (Initial). Flight training designed to qualify aircrew in receiver air refueling.

A2.2. "E" Events:

A2.2.1. E051--Data Run Procedures. A planned activity period for reconnaissance compartment training which stresses equipment operation during event collection. For EWO and IMT (RC-135S only).

A2.2.2. E052--Electronic Warfare Activity Period (EWAP). Requires a minimum of 2 1/2 hours from takeoff to "Off Watch" with at least 90 minutes of "On Watch" time. The Raven crew must accomplish signal processing to include signal detection, ID, location, recording and reporting. The Tactical Coordinator is the final authority for ensuring accomplishment of crew requirements. This may include simulated scenarios.

A2.2.3. E053--UHF FDM Operations. Crew member will demonstrate proficiency with UHF air-to-air and air-to-ground operations.

A2.2.4. E054--IDM Integration. One complete mission planning and one flight including the following requirements: UHF 9 set-up, IDM Link Processor set-up and placing signals on the IDM Link.

A2.3. "G" Events. Ground Training Events.

A2.3.1. G002--Aircraft Marshaling Training and Examination. Review of AFI 11-218, Aircraft Operation and Movement on the Ground.

A2.3.2. G003--Flight Line Security and Drivers Examination. Training and certification of aircrew members to drive on the flight line.

A2.3.3. G010--Chemical-Biological Warfare Defense Training (CBWD). Ground chemical defense ensemble training. (AFI 32-4001).

A2.3.4. G020--Aircraft Ground Egress Training. Emergency equipment, emergency egress, ground evacuation procedures, and fire extinguishing equipment training. (AFPD 11-3, AFI 11-301, AMCI 11-301, AFOSH 127-57).

A2.3.5. G025--Aircraft Field Trip.

A2.3.6. G030--SIOP Command and Control Procedures. Message decoding and operational reporting procedures training. (EAP-STRAT, Volume 5).

A2.3.7. G031--Initial SIOP Command and Control Procedures Training.

A2.3.8. G033--Alert Procedures. Review of local alert procedures.

A2.3.9. G035--PLZT Goggles exercise.

A2.3.10. G036--Flash Blindness/Thermal Protection Training.

A2.3.11. G040--SIOP Study. Review of SIOP mission documents in accordance with ACCI 10-450.

A2.3.12. G060--Tactics. Tactics doctrine and training necessary to complete unit's operational mission. This training will include a review of threats to the aircraft, crew coordination, and defensive maneuvers..

A2.3.13. G070--Aircrew Intelligence. Enhances crew members knowledge of threats to unit assets. (AFI 14-105).

A2.3.14. G080--Communications Procedures. Training to include: AFSIR, authentication and IFF/SIF codes and procedures, electronic warfare, L-BAND SATCOM, Have Quick and Secure Voice. Training will also include COMSEC User Requirements to include receiving, protecting, destroying, and accounting for COMSEC material IAW AFI 33-211.

A2.3.15. G090--Anti-Hijack. Training on USAF policy and guidance on preventing and resisting aircraft piracy. (AFI 13-207).

A2.3.16. G100--Laws of Armed Conflict. Principles of the Geneva Convention.

A2.3.17. G110--Protection From Terrorism. Aircrew training for hostage or terrorist situations. (AFI 31-210).

A2.3.18. G119--ISOPREP. Initial. Initial isolated personnel report (ISOPREP) card. (AFDD 34)

A2.3.18.1. G120--ISOPREP Review. Semi-annual review of isolated personnel report (ISOPREP) card (AFDD 34).

A2.3.19. G130--Instrument Refresher Course. Instrument flying procedures for pilots.

A2.3.20. G160--Overwater Navigation Procedures. Procedures and techniques of overwater navigation.

A2.3.21. G161--Polar Navigation Procedures. Procedures and techniques of polar navigation.

A2.3.22. G170--Celestial Training Device. Encompasses any celestial navigation procedures training accomplished in the CTD with a minimum duration of one hour.

A2.3.23. G171--Polar Grid CTD.

A2.3.24. G172--Twilight CTD.

A2.3.25. G173--Southern Latitude CTD.

A2.3.26. G174--Unit Option CTD.

A2.3.27. G180--Cargo/Passenger Handling Procedures. Boom operators, loadmasters, and cargo loaders must complete this course annually to be authorized to participate in unsupervised cargo carrying operations. Boom operators and cargo loaders must complete G182, G183, and G184 as applicable to complete all requirements of G180. Aircraft commanders must complete G182 to credit G180. In-flight Passenger Service Specialist must complete the passenger handling portion of the course to fly unsupervised.

A2.3.28. G182--Hazardous Cargo. Procedures for handling hazardous cargo. Required for Aircraft commanders, Boom Operators, and applicable cargo loaders. (AFJMAN 24-204)

A2.3.29. G190--Aircraft Servicing. Procedures necessary to service aircraft. This course does not qualify crews to perform maintenance tasks.

A2.3.30. G210--Alert Start Procedures. Instruction on procedures for fast reaction engine start using cartridges and/or APU. Credit P290 for actual accomplishment in the simulator or aircraft.

A2.3.31. G220--Aircraft Systems Refresher. Aircraft and crew position unique systems refresher courses.

- A2.3.32. G222--Hydraulics Systems (SYS 1).
- A2.3.33. G223--Flight Controls (SYS 2).
- A2.3.34. G224--Fuel System (SYS 3).
- A2.3.35. G225--Electrical System (SYS 4).
- A2.3.36. G226--Environmental (SYS 5).
- A2.3.37. G227--Engines, Propulsion, and APU. (SYS 6). OC-135 Navs only accomplish APU portion of SYS 6.
- A2.3.38. G230--CRM Refresher. Annual CRM academic refresher training.
- A2.3.39. G231--Initial CRM. Aircraft and crew-specific CRM training conducted IAW AFI 36-2243, and AMC Sup 1. If initial CRM is not accomplished at the formal school, it must be accomplished within 1 year of reporting to home station. Dual log with G230 for AFORMS tracking purposes.
- A2.3.40. G250--Refresher Simulator. Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission specific training requirements (may be termed "phase training" for some weapon systems. G256 completes this requirement.
- A2.3.41. G252--Electrics and Fuels Simulator.
- A2.3.42. G253--Engines and Pneumatics Simulator.
- A2.3.43. G254--Flight Controls and Hydraulics Simulator.
- A2.3.44. G256--McClellan Simulator. Dual log with G250 and/or G258.
- A2.3.45. G258--ATD Difference Training Profiles.
- A2.3.46. G260--Instrument Simulator Sortie. Simulator training focused on instrument procedures.
- A2.3.47. G270--Tactics Simulator. Tactical mission scenario including: threat brief, threat awareness and avoidance, crew coordination, and tactical maneuvers. This training will also include familiarization of aerodrome procedures specific for the base the crew is deploying to (if applicable). Training should include a full crew complement (if feasible).
- A2.3.48. G271--Initial Mission Employment Tactics Training. Tactics doctrine and training necessary to complete unit's operational mission. This initial training will include an overview of threats, aircraft mission, crew procedures, and defensive maneuvers.
- A2.3.49. G280--Small Arms Training. Academics and firing range exercise. Includes use of force. Live fire or firearms simulator training required annually. Simulated training may only be used once every two years.(AFI 36-2226, AFI 31-207).
- A2.3.50. G300--Unit Specific Training Event.
- A2.3.51. G330--Unit Mission Brief - A course/briefing on the overall mission of the unit. The last portion of this course will relate the individuals responsibility to the unit mission.
- A2.3.52. G632--Security Clearance.
- A2.3.53. G633--Special Survival Training/Mobile Training Team.

A2.4. "LS" Events:

A2.4.1. LS01--Local Area Survival (Initial)

A2.4.2. LS03--Water Survival Training (WST). Training for each crew member with all weapon system specific flotation devices and components available during an overwater emergency. (AFPD 11-3, AFI 11-301)

A2.4.3. LS04--Aircrew Chemical Defense Equipment Training (ACDE). Provides aircrews with initial and recurring training in the use and wear of the aircrew chemical defense ensemble for use in a chemically toxic/hostile environment. (AFPD 11-3, AFI 11-301)

A2.4.4. LS06--Life Support Equipment Training (LSE). Provides training on the use of available life support equipment and the principles, procedures, and techniques needed to permit survival in varying climatic conditions and environmental regions to meet the unit's mission needs. (AFPD 11-3, AFI 11-301).

A2.4.5. LS08--Egress (Non Ejection).

A2.4.6. LS10--Hanging Harness (Non-Ejection).

A2.4.7. LS11--Low Threat Combat Survival Training (LTCST). Provides crew members with training in physiological/psychological (will to survive) factors, personal protection, land navigation, escape and evasion, combat search and rescue (CSAR) and communications. Course satisfies Self-Aid/Buddy Care requirement of AFR 50-20. Dual log with G115. (AFPD 11-3, AFI 11-301).

A2.4.8. LS12--Hanging Harness with ACDE (HH W/ACDE)

A2.5. "M" Events. Mission Specific Training Events:

A2.5.1. M001--Sortie.

A2.5.2. M00X--Night Sortie

A2.5.3. M010--Proficiency Sortie. Requirements listed below by crew position.

A2.5.3.1. Pilot. Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). IPs should accomplish their M010 requirements with another IP on board the aircraft. Once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5 hours (1.0 hours for ANG) should be scheduled for this event. As a minimum, a pilot proficiency sortie will consist of the following:

A2.5.3.1.1. Review of boldface emergency procedures.

A2.5.3.1.2. Three instrument approaches.

A2.5.3.1.3. Missed approach.

A2.5.3.1.4. VFR traffic pattern (weather permitting).

A2.5.3.1.5. In addition, the following should be accomplished when available/applicable:

A2.5.3.1.6. Holding pattern or procedure turn (to include entry).

A2.5.3.1.7. Circling approach.

A2.5.3.1.8. Simulated engine-out landing (if applicable to aircraft type and weather permitting, NA copilots).

A2.5.3.1.9. Simulated engine-out go-around/missed approach (if applicable to aircraft type and weather permitting, NA copilots).

A2.5.3.1.10. Partial flap landing (if applicable).

A2.5.3.1.11. If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. Instructors should tailor each M010 to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations and instrument procedures.

A2.5.3.2. Navigator. Navigators may credit a sortie when they perform navigation duties. Two navigators may credit a sortie if they accomplish sortie events on the same route segment when the mission profile requires the use of two navigators.

A2.5.3.3. EWO. Ravens may credit a proficiency sortie only when performing primary crew member duties. Only one Raven may log an M010 per sortie in each crew position. They must accomplish either an E051 or E052 as appropriate.

A2.5.3.4. IMT/SMT. Accomplish all applicable checklists and perform troubleshooting/maintenance actions in a timely manner. Configure equipment for degraded operations in an efficient manner allowing for maximum collection/equipment utilization. (dual log with M001) IMTs may credit a proficiency sortie only when performing primary crew member duties.

A2.5.4. M021--P Sortie. Unit defined sortie to accomplish mission specific training events or an operational/contingency mission.

A2.6. "N" Events:

A2.6.1. N050--Navigation Leg. Day or Night.

A2.6.2. N051--Reconnaissance Navigation Leg. Minimum duration 1.5 hours. Follow pacing and navigation procedures applicable to operational missions in appropriate OPORD. Dual log with N050. (RC-135 only)

A2.6.3. N052--Integrated Navigation Leg. Dual log with N050.

A2.6.4. N060--Mission Navigation Leg. Simulates navigational techniques used during unit's primary mission profile. Dual log with N050.

A2.6.5. N065--Tactical Navigation Leg. Dual log with N050.

A2.6.6. N070--Degraded Systems Navigation Leg. Minimum duration 1.0 hours. For RC-135, minimum duration 1.5 hours planned. No use of ASN 121 information. Dual log with N050 and N051 as applicable.

A2.6.7. N080--Grid Entry/Exit Exercise. Dual log with N051 when in grid.

A2.6.8. N090--Control Time/Position Exercise. May be flown in conjunction with any navigation leg or during general navigation.

A2.6.9. N100--INS Airborne Alignment. Simulates INS Operation under SIOP/Quick Reaction launch conditions. For initial training, INS should be left in STNBY until after take-off and air aligned using Flight Manual procedures. However, for continuation training, air alignment may be initiated any time in flight. Coordinate with EWOs if applicable.

A2.6.10. N102--INS Present Position Update.

A2.6.11. N103--INS Degraded Operations.

A2.6.12. N120--Airborne Radar-Directed Approach. Navigator directed approach using the airborne radar system.

A2.6.13. N130--Receiver Rendezvous.

A2.6.14. N131--Enroute Rendezvous (receiver). Dual log with N130.

A2.6.15. N132--Point Parallel Rendezvous (receiver). Dual log with N130.

A2.6.16. N135--Receiver Alternate Rendezvous. Accomplish IAW T.O. 1-1C-1-3 or -14, as applicable. (Do not credit unless actually accomplishing a rendezvous.) Dual log with N130.

A2.6.17. N136--Receiver Rendezvous Overrun Procedures

A2.6.18. N140--Celestial Observation. Minimum of 3 celestial observations per exercise. Log no more than one N140 per navigation leg.

A2.6.19. N150--Celestial Position. Locate, shoot and plot celestial fix in-flight, with at least three lines of position. Requires multiple body observations.

A2.6.20. N175--INS/DNS Radar Present Position Update.

A2.6.21. N176--INS/DNS Manual Position Update.

A2.6.22. N180--Target Timing Wind Procedure.

A2.7. "P" Events:

A2.7.1. P007--Approach to Initial Buffet and Recovery. To be accomplished only in the OFT only.

A2.7.2. P010--Takeoff-Initial. All Activity from initiation of the takeoff checklist up to and including establishment of the climb configuration and airspeed. The takeoff following a Touch and Go landing is not creditable. Exception: Senior staff pilots (colonels and above) who require in-flight supervision and instructor pilots may take credit during initial takeoff or following a Touch and Go when occupying a pilot seat.

A2.7.3. P011--Takeoff, Night.

A2.7.4. P012--Takeoff Gyro mode.

A2.7.5. P013--Air Refueling Overrun. Pilot accomplished procedures.

A2.7.6. P015--Instrument Departure.

A2.7.7. P018--Copilot Takeoff Duties. Perform copilot takeoff duties, to include setting takeoff power and monitoring aircraft performance and acceleration through cleanup altitude. May be accomplished in the ATD.

A2.7.8. P020--Take-off. The take-off following a Touch and Go landing.

A2.7.9. P026--Takeoff Climb Procedures.

A2.7.10. P027--Combat Departure.

A2.7.11. P030--Max Mode T/O, 30 Flap. Initial take-off using 30 degrees of flaps and max mode procedures. Dual log with P010.

A2.7.12. P040--Simulated Engine Failure, T/O Continued.

A2.7.13. P048--3 Engine Reverse Thrust Landing (If applicable).

A2.7.14. P069--Non-Directional Beacon Approach

A2.7.15. P070--Instrument Approach.

A2.7.16. P071--Holding.

A2.7.17. P072--Penetration (Published).

A2.7.18. P073--Enroute Descent.

A2.7.19. P074--High Penetration.

A2.7.20. P076--Normal and Emergency Operations Procedures - Procedures used for normal and emergency operation of applicable mission and equipment.

A2.7.21. P079--In-flight Trouble Analysis/Prioritization - Identify and analyze Mission equipment malfunctions and apply corrective actions.

A2.7.22. P080--Instrument Approach (Auto/Coupled).

A2.7.23. P090--Instrument Approach (Manual).

A2.7.24. P101--ILS Approach.

A2.7.25. P102--ILS Approach (Gyro mode).

A2.7.26. P103--PAR Approach.

A2.7.27. P100--Precision Approach. Dual log with P070.

A2.7.28. P110--Non-Precision Approach. Dual log with P070.

A2.7.29. P111--VORTAC/TACAN Procedures. Includes fix-to-fix navigation, course interception, and general radio aid navigation. This does not include an instrument approach.

A2.7.30. P112--TACAN/VORTAC/LOCALIZER Approach.

A2.7.31. P113--ASR Approach.

A2.7.32. P130--Circling Approach. Dual log with type approach flown.

A2.7.33. P135--NDB Approach. Dual log with P110.

A2.7.34. P140--Visual Traffic Pattern. A maneuver flown to position the aircraft for landing from the visual traffic pattern.

A2.7.35. P150--Missed Approach (Auto).

A2.7.36. P160--Missed Approach (Manual).

A2.7.37. P170--Approach and Go-Around (Simulated Engine Out). Authorized for IPs, ACs, and experienced copilots only.

A2.7.38. P171--Approach and Go-Around, Simulated Engine Out, Rudder Power-Off

A2.7.39. P180--Approach and Landing (Simulated Engine Out). Authorized for IPs, ACs, and experienced copilots only.

A2.7.40. P190--Landing.

A2.7.41. P191--Landing, Full Stop, Reverse Thrust (If Applicable). Landing rollout will be made using reverse thrust on all engines. Loss of currency will not cause loss of CMR status. Currency may be updated in the OFT.

A2.7.42. P192--Landing, Night.

A2.7.43. P193--Landing, 50 Degree Flap.

A2.7.44. P194--Landing, 30 Degree Flaps. Landing with 30 degree flap setting under the restrictions in MCR 55-135. P195 - Landing, Simulated Engine Out, 4 engine Takeoff.

A2.7.45. P196--Landing, Full Stop, Night.

A2.7.46. P197--Landing, Full Stop.

A2.7.47. P200--Touch and Go Landing.

A2.7.48. P205--Landing Attitude Demonstration.

A2.7.49. P210--IP Touch-and-go Landing. Dual log with P010, and P190.

A2.7.50. P240--Landing Gear Alternate Procedures/ Emergency Extension.

A2.7.51. P250--Main Flap Manual Operation/Emergency Operation. May be accomplished on the ground (if applicable). NA for electric flaps.

A2.7.52. P260--Have Quick Radio Procedures. Training consists of properly configuring the radio for Have Quick and making at least one transmission and reception using Have Quick mode of operation with any source. Whenever possible, rendezvous and refueling should be accomplished utilizing the Have Quick Mode of operation. The TOD should be updated from a ground station master clock whenever possible.

A2.7.53. P270--Secure Radio Operation. Training consists of properly loading Secure Voice code and making at least one transmission and reception using Secure Voice with like-equipped aircraft.

A2.7.54. P280--Aircrew Chemical Defense Task Qualification Training (ACDTQT). An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. The purpose of the exercise is to enable crew members to become aware of their limitations while wearing the equipment. The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crew member actions during the exercise. If a crew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed.

A2.7.54.1. The following aircrew CD items will be used:

A2.7.54.1.1. Flying helmet (if applicable).

A2.7.54.1.2. MBU-19/P hood/mask assembly.

A2.7.54.1.3. Filter pack with filters/CQU-7/P blower assembly with filter canisters and batteries.

A2.7.54.1.4. MXU-835 intercom assembly.

A2.7.54.1.5. Filter pack suspension straps.

A2.7.54.1.6. Glove set (cotton, butyl, Nomex).

A2.7.54.2. ACDTQT should be accomplished in a simulator with visual displays, provided a simulator is available. If accomplished in a simulator, ATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on who/how many crew members may wear the gear.

A2.7.54.3. If performed in the aircraft, only one pilot will be dressed out at any time. The Nav 1 and Nav 2 will not dress out simultaneously.

A2.7.54.4. The AC will be supervised by an instructor pilot occupying the copilot seat. The copilot will be supervised by an instructor pilot/experienced AC (determined by the squadron commander) in the pilot seat. A safety observer crew member will occupy the jump seat. Pilots will don the gear and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing.

A2.7.54.5. Navigators will be supervised by another crew member and wear the gear for a minimum of 30 minutes while performing navigator duties.

A2.7.54.6. EWOs and IMTs supervised by a another crew member will wear the gear for a minimum of 30 minutes while performing required duties. EWOs and IMTs may perform this event during a power-up ground trainer.

A2.7.54.7. Prior to being scheduled for this event, each aircrew member must have completed LS02.

A2.7.55. P290--Alert Start Procedures. Pilots and copilots must receive a thorough briefing by a unit instructor pilot on alert/APU/cartridge start operation prior to performing an alert start. May be accomplished in an ATD or the aircraft. Initial training should be in the aircraft if practical.

A2.7.56. P300--Cargo Loading. In-flight Cargo load mission. See applicable event G180

A2.7.57. P310--Instructor/Evaluator Duties/Techniques. Creditable whenever instruction or AFI 11-401 evaluation is performed in-flight or in the training device. Instructors may receive credit while instructing unlike specialties in common core events.

A2.7.58. P311--Flight with an Instructor.

A2.7.59. P340--Briefing and Control of Passengers.

A2.7.60. P345--In-flight Adjustment and Security of Load.

A2.7.61. P355--Trouble Shooting Air Refueling Equipment Malfunctions. Demonstrate trouble shooting analysis and corrective actions procedures for ARR systems malfunctions from Unit developed training scenarios. Need not be accomplished with an instructor.

A2.7.62. P341--Mission Documents. Publications, logs, forms and formats required to complete assigned peacetime/EWO mission.

A2.7.63. P360--Mission Planning/Briefing/Critique.

A2.7.64. P361--Preflight. Crew member activity accomplished in preparing aircraft and or systems for flight/mission operations. For Pilot Instructor Upgrade credible if accomplished from right seat as part of upgrade training.

A2.7.65. P364--Auto Pilot Off, Cruise.

A2.7.66. P366--Checklist Procedures - Each crew member should become familiar with technical order expanded and abbreviated checklist procedures that govern actions during each phase of flight.

A2.7.67. P367--Crew Coordination. Activity involving in-flight crew coordination between two or more crew members applicable to accomplishing aircrew duties during both normal and emergency operations/procedures. (Actual or Training)

A2.7.68. P369--Aircraft/Mission Equipment Operation. Demonstrated proficiency in operating aircraft systems and or mission systems equipment. RC/WC/OC/TC -135 aircraft.

A2.7.69. P380--Spoiler Demonstration.

A2.7.70. P382--Trim Demonstration.

A2.7.71. P383--Simulated Jammed Stabilizer.

A2.8. "Q" Events:

A2.8.1. Q001--Open Book Qualification Exam.

A2.8.2. Q002--Closed Book Qualification Exam.

A2.8.3. Q005--ATD Evaluation (Qualification/Upgrade).

A2.8.4. Q008--Instructor Eval.

A2.8.5. Q010--SIOP Certification.

A2.8.6. Q011--Initial Recon/Ops Certification.

A2.8.7. Q012--Copilot A/R, T and G Supervision Certification (Aircraft Commanders)

A2.8.8. Q014--Difference Certification.

A2.8.9. Q015--Special Mission Qualification.

A2.8.10. Q016--Conventional/Mobility Certification.

A2.8.11. Q020--Air Refueling Eval. Evaluation for crew members accomplishing in-flight Receiver Air Refueling activity.

A2.8.12. Q060--EMCON 3 Certification.

A2.8.13. Q070--EMCON 4 Certification.

A2.8.14. Q095--Flight Pubs Check.

A2.8.15. Q110--Personal Reliability Program.

A2.8.16. Q160--Instrument Refresher Course Exam.

A2.8.17. Q170--Flight Evaluation Folder Review.

A2.8.18. MQ01--Mission Evaluation.

A2.9. "R" Events:

A2.9.1. R006--Receiver Air Refueling, Autopilot off, Night. Same as with day A/R, all axis of the tanker autopilot must be disengaged and air refueling contact(s) must be practiced to satisfy receiver training requirements. The receiver pilot must practice contacts for a minimum of 10 minutes.

A2.9.2. R011--Receiver Air Refueling, Indoctrination. Consists of instructor supervised air refueling for the copilot (In right seat) to assure that the copilot is capable of taking control of the aircraft to safely clear the tanker in an emergency and execute a breakaway maneuver.

A2.9.3. R010--Receiver A/R.

A2.9.3.1. Qualification Training. Consists of practice air refueling including closure and contacts. Instructor will demonstrate all limits. Student must be able to establish contact under simulated conditions or radio silence, manual boom latching, pilot director lights out, and tanker autopilot off. Student must be declared safe in day activity by an instructor prior to advancing to night activity. The first night air refueling mission should include training during twilight and extend into hours of darkness. During the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 5 minutes without an inadvertent disconnect.

A2.9.3.2. Continuation Training. Receiver pilot should accomplish 10 minutes of toggles-engaged time. Toggles engaged time does not apply during tanker autopilot off refueling or during HHQ missions.

A2.9.4. R013--Receiver Air Refueling Overrun.

A2.9.5. R020--Receiver A/R (Night). Do not accomplish until individual can safely day air refuel. Dual log with

A2.9.6. R030--Receiver A/R (Heavyweight). Requires minimum onload of 25,000 pounds and end refueling gross weight of 250,000 pounds. A 1 percent deviation of the above weights is allowed. For qualification training, the pilot must complete a total of 15 minutes toggles-engaged time.

A2.9.7. R033--Rendezvous. Flight Instructors may dual log any IQT, DQT, RQT rendezvous instruction. Any type air refueling rendezvous (Receiver or Tanker).

A2.9.8. R040--Receiver A/R Breakaway/Emergency Separation. Initiated with the receiver in the air refueling envelope. Pilots must demonstrate proficiency in executing the breakaway. Copilots must demonstrate proficiency in copilot procedures while the pilot executes the breakaway. Navigators must demonstrate proficiency in navigator duties during a breakaway

A2.9.9. R050--Receiver A/R Tanker Autopilot-Off. All axis of the tanker autopilot must be disengaged and air refueling contact(s) must be practiced to satisfy receiver training requirements. The receiver pilot must practice contacts for a minimum of 10 minutes.

A2.9.10. R160--Radio Silent Breakaway (Practice Emergency Separation). Event is to be accomplished using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place

with the receiver in either the contact or pre-contact position. For the event to occur from the contact position, prior coordination must take place among the boom operator, tanker pilot and receiver pilot. As a minimum, the time of occurrence must be coordinated. Should this event be scheduled as part of a radio silent air refueling, coordination can be done any time prior to the flight. This event may also be accomplished during an air refueling that does not involve radio silent procedures. Copilots must be proficient in flying the breakaway if they are actively controlling the aircraft. If not, they must be proficient at performing copilot duties throughout the breakaway procedure.

A2.9.11. R165--Radio Silent Refueling. Receiver pilots and boom operators must demonstrate their ability to A/R radio silent to an instructor during actual air refueling. Any type receiver may be used for this training. The individuals training records must show qualification in radio silent A/R prior to achieving mission qualification status, or in participating in EMCON operations.

A2.9.12. R180--Radio Silent Visual Signals. Receiver Pilots.

A2.9.13. R220--Manual Boom Latching. Receiver pilots.

A2.9.14. R221--Air Refueling Limits Demonstration. Receiver pilots.

A2.9.15. R223--Pilot Director Lights Out (PDL) Air Refueling.

A2.9.16. R225--Reverse Refueling.

A2.10. "S" Events:

A2.10.1. S04X--COBRA BALL TC Upgrade Academics.

A2.11. "T" Events:

A2.11.1. T001--Safety Practices. Electrical/Electronic safety procedures to include electrostatic discharge (ESD), high voltage safety and RF radiation safety.

A2.11.2. T002--AFSC Requirements. Fulfill the requirements of all ground formal technical schools and career development courses for awarding the skill level assigned to individual crew members in X2AXXX career fields.

A2.11.3. T003--Mission Material/CTK Procedures. the proper issuing, handling, control, and use of all issued materials and Consolidated Tool Kits (CTK) during ground and airborne operations IAW applicable directives.

A2.11.4. T004--Special Equipment Operations/Procedures. Capability to perform operations/ maintenance procedures, as required, for interim systems or interim system changes, IAW applicable technical orders, manuals and directives.

A2.11.5. T005--IMT Data Run Procedures. The conduct of all operational/maintenance actions necessary for the successful collection of data in a mission area or simulated mission area.

A2.11.6. T006--Security Procedures. Proper accomplishment of procedures to generate, classify, transport, declassify, and clear data, documentation and equipment IAW applicable directives.

A2.11.7. T007--Quick Response Crew (QRC) Procedures. Procedures necessary for a crew member to be on pager or telephone alert with a rapid response to aircrew deployment duties as determined by this unit.

A2.11.8. T008--Optics Care and Handling. The proper care, cleaning, handling, and use of optical and electro-optical components and materials in the ground or airborne environment.

A2.11.9. T009--Optical Systems Operations/Procedures. Proper operation and maintenance procedures of optical and electro-optical systems and subsystems IAW applicable technical orders, manuals and directives.

A2.11.10. T010--Digital Distribution Systems. Systems which generate, transmit, transfer, store, or reformat data for use by other systems of subsystems.

A2.11.11. T011--Laser System Operations/Procedures. Operations maintenance procedures for systems or subsystems with a laser(s).

A2.11.12. T012--Laser System Safety. Safety procedures applicable to laser systems and subsystems, Ref AFI 11-220.

A2.11.13. T013--Film Based Camera Operations Procedures. Consists of film handling, care, loading and downloading. As well as the operations and maintenance of systems utilizing film.

A2.11.14. T014--Foreign/Domestic VIP Briefing. The setup of an aircraft for specialized training and briefing.

A2.11.15. T017--Data Transmission Systems. Consists of operations and/or maintenance of systems designed to transmit data over secure or nonsecure communications systems.

A2.11.16. T018--Training Documentation. Proper completion of all training documents for non-rated crew members. This includes AF folder 623.

A2.11.17. T019--Preflight/Postflight Procedures. All maintenance procedures necessary to prepare or stand - down the mission compartment of RC/OC/WC-135 aircraft.

A2.11.18. T020--Aircraft A/C System. Demonstrated proficiency in knowledge of system operations and limitations, controls and indicator gauges, and system airflow.

A2.11.19. T021--Mission Equipment Location. Demonstrated familiarity of all position and equipment locations onboard aircraft maintained by the IMT.

A2.11.20. T022--Power Distribution System. Demonstrated knowledge of functions, operations and locations of aircraft generators, transformer rectifiers, converters, and circuit breaker panels. Demonstrated proficiency in malfunctions of system.

A2.11.21. T023 Maintenance Station Operations. Demonstrated proficiency of all applicable LRU functions, locations, and operations: Demonstrated proficiency of signals routing and isolation of malfunctions. Monitoring of injected of environmental signals and other mission requirements.

A2.11.22. T024--Mission Compartment Test Equipment. Demonstrated proficiency of proper use of O'scopes, spectrum analyzers, frequency generators, pulse generators, power meters, and other general and special purpose test equipment.

A2.11.23. T025--Magnetic/Digital Storage System. Demonstrated proficiency knowledge of disc drive, analog and digital tape recorders/reproducers, digitizer, and other storage systems.

A2.11.24. T026--RF Distribution System. Demonstrated knowledge and proficiency of all applicable antennas, multicouplers, wave guides, antenna switch assemblies, pre-amps power amps/distributors and other RF plumbing used by associated mission equipment, and by-pass inject capabilities.

A2.11.25. T027--IF/Video Distribution. Demonstrated knowledge of all IF/VIDEO sources, IF and video matrixes and associated LRUs.

A2.11.26. T028--System Calibration Tests. Demonstrated proficiency of LRU built-in tests (BIT). Demonstrated knowledge of automatic system self test and calibrations generation of manual signals as per mission requirements from maintenance position.

A2.11.27. T029--Direction Finder (DF) Receiver Systems. Demonstrated proficiency of all DF/Receiver system LRU locations, functions, control and signal flow. Demonstrates proficiency in operation and maintenance of DF/Receiver system.

A2.11.28. T030--Automatic Collection Systems. Demonstrated proficiency of all automatic collection system locations, power distribution, controls, displays, and signal flow. Demonstrated proficiency system theory of operation and modes of operation, and malfunction analysis and recognition.

A2.11.29. T031--Manual Collection Systems. Demonstrated proficiency of all LRU locations, functions, controls, and displays and all associated required mission equipment. Demonstrated knowledge of operation and maintenance of all applicable LRUs.

A2.11.30. T032--Computer Systems. Demonstrated proficiency of all computer systems and subsystems locations, functions, power distribution, and signal flow. Demonstrated knowledge of operation and maintenance of computers and local area networks (LAN). Demonstrated proficiency in proper electronic static discharge (ESD).

A2.11.31. T037--Flight Phase Operations. A coverage of issues, rules and procedures to be knowledgeable of prior to an individuals first flight. This course is for those non-rated crew members not receiving prior flight training at a formal school and is airframe specific.

A2.12. "XX" Events:

A2.12.1. AA01--Qualification Check.

A2.12.2. AA02--Qualification Check, Simulator.

A2.12.3. AA11--Instrument Check.

A2.12.4. AA12--Instrument Check, Simulator.

A2.12.5. AA21--Combined Qualification and Instrument Check.

A2.12.6. AA22--Combined Qualification and Instrument Check, Simulator.

A2.12.7. PP01--Flight Physical.

A2.12.8. PP11--Physiological Training.

A2.12.9. RR01--Flight Records Review.

A2.12.10. SS01--Survival Training (SV-80).

A2.12.11. WW01--Water Survival Training (SV-90).

A2.13. Additional Event Identifiers. These identifiers will be used by units to track the associated events or items in AFORMS.

A2.13.1. C010--CBWD Driver Operations.

- A2.13.2. C020--Massive Casualty Exercise.
- A2.13.3. C030--Mobility Briefing.
- A2.13.4. C040--Mobility Folder Review.
- A2.13.5. C050--Unit Disaster Training.
- A2.13.6. C060--Standards of Conduct Briefing.
- A2.13.7. C061--Passport.
- A2.13.8. C062--Base Populace Briefing.
- A2.13.9. C063--Newcomer Substance Abuse Awareness Briefing.
- A2.13.10. C064--Newcomers Social Actions Briefing.
- A2.13.11. C065--Protection of the President.
- A2.13.12. C066--Report/Counter Human Resources Intelligence Threat Briefing.
- A2.13.13. C067--Hostile Human Intel Threat Briefing.
- A2.13.14. C068--Security and Awareness Training.
- A2.13.15. L001--Helmet Inspection.
- A2.13.16. L002--Oxygen Mask Inspection.
- A2.13.17. H010--Ergometry Testing.
- A2.13.18. H020--Dental Exam.
- A2.13.19. H030--Cholera.
- A2.13.20. H040--Flu Shot.
- A2.13.21. H050--Smallpox.
- A2.13.22. H060--Oral Polio.
- A2.13.23. H070--Tetanus.
- A2.13.24. H080--Yellow Fever.
- A2.13.25. H090--TB Tine.
- A2.13.26. H100--Meningococcola.
- A2.13.27. H110--Typhoid.
- A2.13.28. H120--Hepatitis

Attachment 3

TRAINING SHORTFALL REPORT

MEMORANDUM FOR HQ ACC/DIS

205 Dodd Blvd, Suite 101

Langley AFB VA 23665-2789

SUBJECT: xx SQ Training Year Shortfalls

FROM:

1. **Training Shortfalls** (Training events not accomplished or locally waived)

(For an individual)

NAME - CREW POSITION - SHORTFALL(S)

- SPECIFIC REASON FOR SHORTFALL

- CORRECTIVE ACTION (IF ANY)

(For a mass shortfall)

EVENT - NAMES WITH CREW POSITIONS

- SPECIFIC REASON FOR SHORTFALL

- CORRECTIVE ACTION (IF ANY)

2. **LIMFACS** (Training that is accomplished but is degraded or limited for some reason.)

SOLUTION/

TRAINING EVENT

LIMEAC

SOLUTIONS/RECOMMENDATIONS

3. **Commander's Comments** (Open forum for comments to improve the training and reporting system.)

1st Ind, OG/CC

TO: HQ ACC/DIS